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ONE SHILLING.

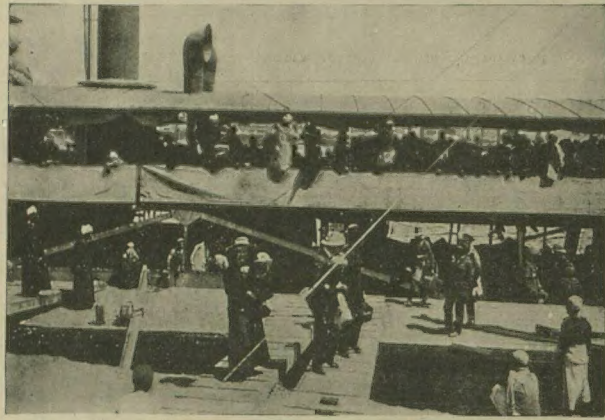
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WOUNDED FRANCE: IN THE CLOISTERS OF ARRAS CATHEDRAL.

PHOTOGRAPH BY QUESTE.

UNREST IN EGYPT: REFUGEES IN CAIRO; RAILWAYS WORKED BY SOLDIERS.



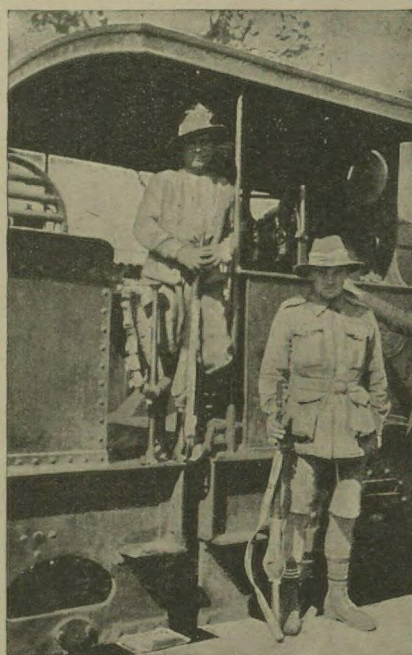
REFUGEES FROM FAYOUM: THE ARRIVAL OF A NILE STEAMER AT CAIRO.



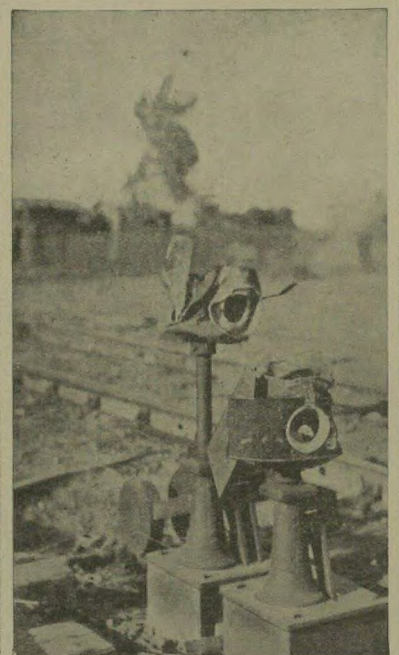
FAYOUM REFUGEES IN CAIRO: A V.M.C.A. MOTOR-CAR TAKING THEM TO THE ANZAC HOSTEL



A WRECKED POST OFFICE AT GIZA, NEAR CAIRO: THE BUILDING AFTER RIOTING.



ARMED AUSTRALIAN SOLDIERS REPLACING NATIVE DRIVERS: A RAILWAY ENGINE.



TYPICAL OF THE DAMAGE DONE TO EGYPTIAN RAILWAYS: SMASHED SIGNAL-LAMPS.



WHERE LINES WERE TORN UP AND TELEGRAPH POLES CUT DOWN: SOLDIERS WITH A MACHINE-GUN, ON A REPAIR-TRAIN



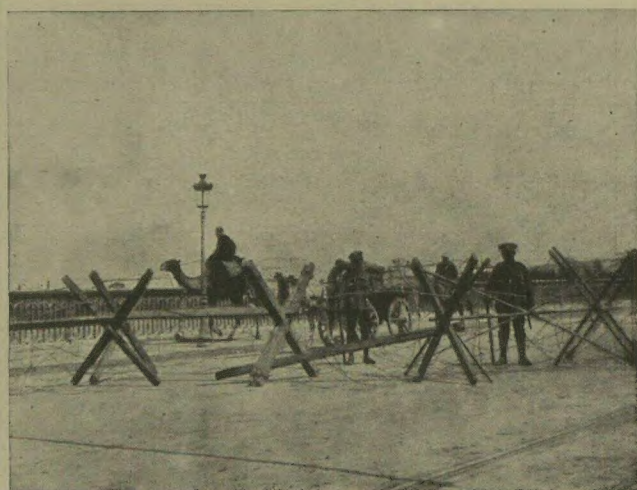
EGYPTIAN RAILWAYS UNDER MILITARY CONTROL: BRITISH SOLDIERS WHO REPLACED NATIVE ENGINE-DRIVERS.

Our photographs show typical scenes and incidents during the disturbances in Egypt. Later reports stated that, after an interval, they were renewed, and on April 11 the following official communiqué was issued at Cairo: "There was further rioting in Cairo yesterday by a mob armed with knives and hatchets. The attacks were chiefly directed against Armenians. The police reported that 38 were killed and 100 wounded during

the 48 hours ending at noon yesterday, the killed including 7 Armenians and 4 Greeks. The wounded also include a proportion of Armenians and Greeks. Military measures have been enforced. The night passed off quietly." On April 12 another Cairo communiqué announced: "Since noon yesterday all has been quiet throughout Egypt. . . . The following casualties through outrages, as distinct from collisions with the mob, are

[Continued opposite.]

UNREST IN EGYPT: MILITARY ACTION IN CAIRO AND UP THE NILE.



TO PREVENT CROWDS CROSSING AT NIGHT: BARBED-WIRE BARRICADES ON CAIRO BRIDGES.



AT THE ENTRANCE TO A BRIDGE AT CAIRO: SOLDIERS AND BARBED-WIRE BARRICADES.



DAMAGED BY FIRE DURING THE DISTURBANCES: THE SAINT GEORGES RAILWAY STATION.



ANOTHER VIEW OF SAINT GEORGES STATION: ONE OF THE BURNT BUILDINGS.



BOARDED UP AFTER THE FIRST DAY'S DISTURBANCES: SHOP-WINDOWS IN CAIRO.



TROOPS TO RESTORE ORDER UP THE NILE: MEN OF THE ROYAL IRISH LEAVING CAIRO.

Continued.
reported among British troops on April 8, 9, 10 and 11: Murdered—Men, 8; Wounded—Officers, 4; Men, 15. The police report the following civilian casualties which occurred during the 24 hours ending at noon yesterday: Killed, 3; Wounded, 15." Reports from Egypt published here on April 22 stated that the military measures taken had restored order in the provinces, but that Cairo, and, in particular, the El Azhar University there,

still continued to be a centre of agitation. The leaders of the public officials on strike had, it was said, adopted a very arrogant tone towards Ministers in urging their demands, and the business life of the city had been paralysed through the interruption of the postal services. Soldiers had been employed to work the railways and to sweep and water the streets. There were many cases of vitriol-throwing in connection with the tramway strike.

NEWS BY THE CAMERA: AVIATION EVENTS; AND IRISH STRIKES.

PHOTOGRAPHS BY TOPICAL, ILLUSTRATIONS BUREAU, AND NEWSPAPER ILLUSTRATIONS.



THE START OF MAJOR WOOD'S UNLUCKY FLIGHT: THE BLESSING OF THE PILOTS AND THEIR MACHINE AT EASTCHURCH.



AFTER THE DESCENT INTO THE SEA OFF ANGLESEY: THE SALVING OF MAJOR WOOD'S WRECKED AEROPLANE.



CIVILIAN FLYING AT CRICKLEWOOD ON EASTER MONDAY: PASSENGERS AWAITING THEIR TURNS AT THE HANDLEY-PAGE AERODROME.



GOING UP FOR A FLIGHT AT THE HANDLEY-PAGE AERODROME AT CRICKLEWOOD: COUNTESS HOEY STOKER AND ANOTHER LADY PASSENGER.



THE STRIKE AT LIMERICK: A TANK AT A BRIDGE AND SOLDIERS FIXING A BARBED-WIRE BARRICADE.



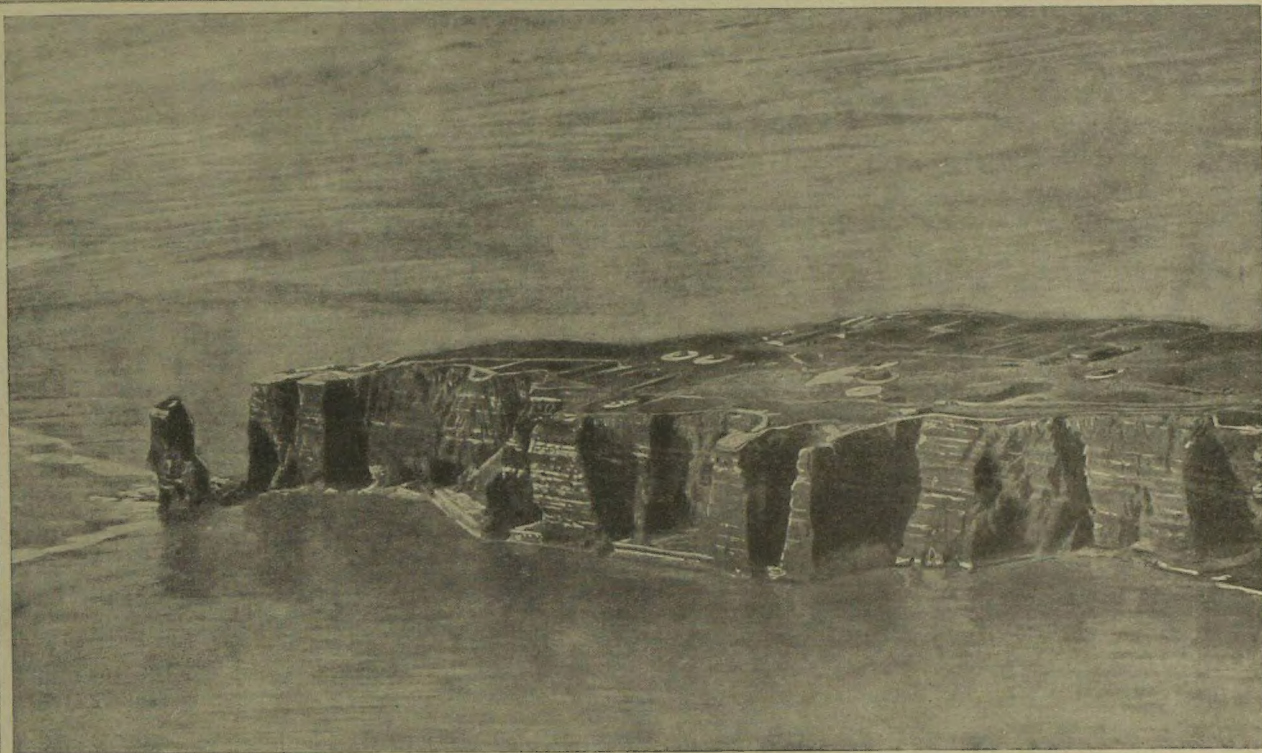
WHERE MILITARY PERMITS WERE REQUIRED FOR ENTERING THE TOWN: A SENTRY EXAMINING PASSES AT LIMERICK.

Major J. C. P. Wood and Capt. C. C. Wyllie met with misfortune during their preliminary flight from Eastchurch to Limerick, whence they intended to attempt to cross the Atlantic from west to east. The engine stopped, owing to an air-lock in the petrol pipe, when they were about twelve miles out over the Irish Sea. They turned and descended about half a mile from shore in Church Bay, Anglesey. The petrol-tank kept the machine afloat. The two pilots were taken off in boats, and the aeroplane was afterward salvaged for repair.—Many civilians enjoyed passenger-flights in Handley-Page machines at

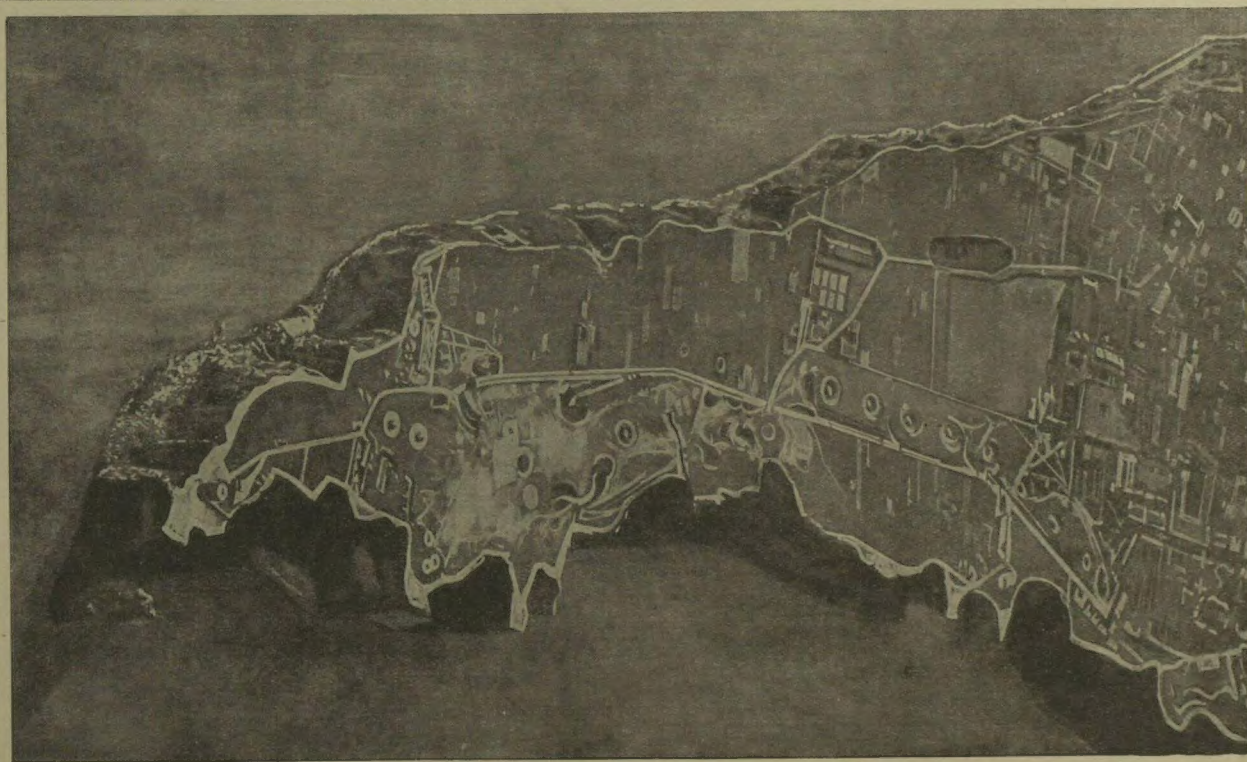
Cricklewood at Easter.—The Limerick strike brought business to a standstill. On Easter Monday some 500 strikers went to see a suburban hurling match, and on their return were prevented by the military from re-entering the town, as they had no permits. The troops and the crowd confronted each other on a bridge, at one end of which was posted a Tank, while the soldiers fixed a barricade of barbed wire. The strike was organised as a protest against the military occupation which followed the murder of a policeman during the rescue of a Sinn Fein prisoner on April 6.

HELIGOLAND—FROM A ZEPPELIN: THE FATE OF GERMANY'S ISLAND.

AFTER PHOTOGRAPHS TAKEN BY A MEMBER OF A ZEPPELIN'S CREW.



TO BE DISMANTLED: HELIGOLAND—THE NORTH SEA ISLAND WHICH GERMANY FORTIFIED AT GREAT COST—SEEN FROM A ZEPPELIN.



THE SAME CORNER OF HELIGOLAND AS SEEN FROM OVERHEAD: ANOTHER PHOTOGRAPH OF THE ISLAND TAKEN FROM A ZEPPELIN DURING THE WAR.

A Reuter message from Paris on April 16 stated: "The destiny of Heligoland came up for discussion before the Council of Four to-day. It was decided that the island should be dismantled and as far as possible destroyed." Germany, it will be remembered, spent millions in fortifying it, building a war harbour, and shoring up with concrete the crumbling cliffs, which otherwise would eventually be washed away by the erosion of the sea. The above photographs, which have just come into our possession, are of particular interest.

They were obtained by a Canadian soldier in the Army of Occupation at Bonn, from a German who was for over two years a member of a Zeppelin crew, and is now a hard-working tailor in that town. The Canadian was having some tailoring done by him, and in the course of conversation it came out that the tailor had been in the Zeppelin service and had taken some photographs during various flights. These photographs the Canadian secured by exchanging for them some chocolate, biscuits and other articles.

FIRST-CLASS FIGHTING MEN, BUT HOME-SICK: THE FINNISH

PHOTOGRAPHS

LEGION CO-OPERATING ON THE MURMANSK FRONT.

BY TOPICAL.



HEAVILY FURRED: THE ARRIVAL OF A FINNISH SOLDIER BY SLEIGH AT AN OUTPOST VILLAGE.



RESTING IN THE SNOW: THE ARRIVAL OF REINDEER SLEIGH TRANSPORT IN A RUSSIAN VILLAGE.



BRIG.-GENERAL M. N. TURNER INSPECTING THE FINNISH LEGION: A SKI COMPANY SKI-ING DOWN A STEEP HILL.



SOLDIERS OF THE FINNISH LEGION DRILLING ON A FROZEN LAKE: A PRACTICE "ATTACK."



AT AN OUTPOST BLOCKHOUSE STRONGLY BUILT OF STONES AND TIMBER: MEN OF THE FINNISH LEGION WITH A MACHINE-GUN.



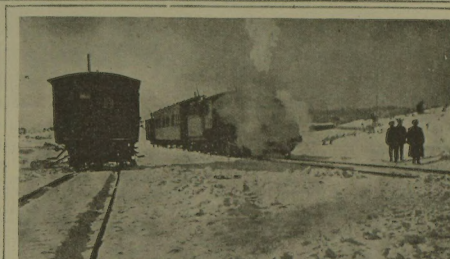
EXCHANGING SALUTES: A BRITISH OFFICER, A FINNISH SENTRY GUARDING



FINNS, WITH A BRITISH OFFICER AND SERGEANT, ON THE MARCH: A NOON HALT AT A CAMP ON A FROZEN LAKE.



BRIG.-GENERAL TURNER'S INSPECTION OF THE FINNISH LEGION: BATTERY GUN-TEAM DRILL.



AN IMPORTANT LINE OF COMMUNICATION: A RUSSIAN TRAIN LEAVING THE FINNISH LEGION'S HEADQUARTERS.



OUTSIDE THE FINNISH BARRACKS: PLATOON RIFLE INSPECTION BY A BRITISH OFFICER AND SERGEANT.



SERGEANT, AND FINN N.C.O. INSPECTING A RAILWAY BRIDGE.



WITH BRITISH SERGEANTS AND FINNISH OFFICERS, N.C.O.'S, AND NURSES: A FINNISH COMPANY ON OUTPOST DUTY OUTSIDE THEIR BARRACKS.

It will be recalled that early this month news came from Murmansk of disaffection among the Finnish troops co-operating with our forces there, but that the statement as to coming British reinforcements allayed the trouble. It was explained that the Finns, although they had proved themselves excellent fighting men and had faithfully observed the conditions of their service, were tired and homesick. The Finnish Government had declined to grant an amnesty for them to return home, which the British authorities were trying to arrange, and apparently the Finnish troops thought that a threat of revolt might quicken the negotiations. They had also been approached by Bolshevik propaganda. On April 7 the War Office stated: "There is an improvement in the state of affairs at Kandalaksha. The rising of Finns, Karelians, and Bolsheviks had been planned on a large scale, but the announcement that reinforcements

were en route and other military preparations have overawed the leaders. The leaders of the Finnish Legion have signed an agreement that they will comply with the wishes of the Commander-in-Chief." The Legion, which is about 1500 strong, originally formed part of the outlawed Finnish Red Army which fought the White Finns and the Germans, and were driven north. They took refuge at Murmansk, where the British found them on first landing. Regarding the third photograph in the top row, it may be noted that the party was travelling by reindeer-sleighs and ski between two posts. The sleigh track lay across a frozen lake. The party consisted of a British officer and sergeant, and some Finnish officers and men. A Karelian driver and some women in sleighs joined them on the way.



By G. K. CHESTERTON.

MR. ZANGWILL, criticising very kindly a quiet little comedy about devils which I happened to write, once remarked that I was trying to put the clock back in philosophy, though he was so generous as to add that I was putting the clock forward in drama. Since then, and down to recent days, I have heard a great deal about the impossibility of putting back the clock, especially to the Middle Ages—or, as such critics would call them, the Dark Ages. It strikes me as highly quaint that people should be so fond of this figure of speech for fantastic and impossible reaction, especially just now. For they are now regularly performing, twice a year, a mere trick with time, the second half of which does invariably consist of putting back the clock. They do it, as it happens, because they want a little more daylight, not to mention a little more sunshine. That is why I want to put the clock back to the Dark Ages.

In fact, evidence multiplies every moment to show that it was not the mediæval world that was dark, but only the modern world that was kept in the dark about it. I was reading recently some critical remarks about the last of Mr. Penty's admirable books on the guilds and economic history. The book itself I do not profess to consider adequately here; but the criticism of which I speak, which appeared in the *New Age*, raised the larger matter of historical comparison in a clear form which is convenient for discussion. And the first and most striking fact is the change of tone about mediævalism, even among its hostile critics. It is taken very seriously; it is considered almost as a rival civilisation, but not as a remote barbarism. Eighty years ago it was a paradox to say, as Cobbett said, that the mediævals were not barbarians, as it would have been a paradox to say that the Ancient Britons in the time of Caesar were not barbarians. To-day, one feels, the pressure is the opposite way. It is a paradox to say that the mediævals were barbarians, as it was a paradox to say, as Dr. Johnson said, that the ancient Athenians in the time of Pericles were barbarians. Dr. Johnson added that they were brutes, and the same is often said of the men of the Middle Ages. But Dr. Johnson was only irritated for the moment, possibly from lack of tea, possibly from the exaggerated Hellenism and classicism of his epoch. So it is, for that matter, with the moderns who call the mediævals brutes.

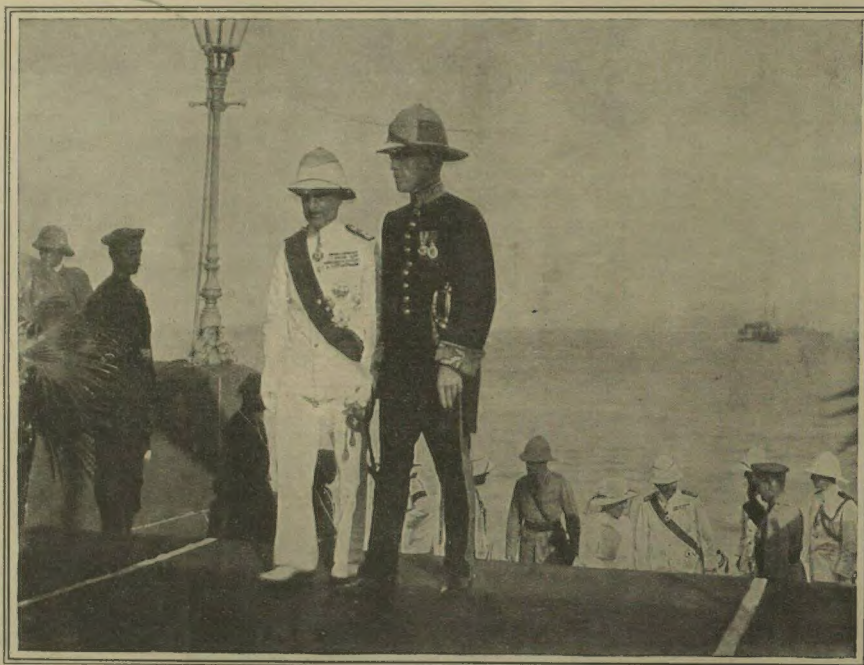
The moderns are irritated, possibly from lack of beer (which they could have bought by the gallon for a few pence in the Middle Ages), but much more by the extreme mediævalism now to be found

everywhere, even in modernism. It is they and not we who are the reactionaries, for they can strictly be described as reacting against a modern movement towards the ideals of the Middle Ages. The very fact that the youngest and most sweeping form of Socialism has now to call itself Guild Socialism is an example of what I mean. The imitation may be very thin and fictitious, as is the modern use of the word "hostel"—and very often, for that matter, in the modern use of the word "guild." But the point here is that such fashionable terms and tags, though they do not show that mediævalism is understood, do show that it is not despised. The truth is that the public-house is a very degenerate descendant of the mediæval inn, and the trade union a very degenerate descendant of the mediæval guild.

because he was in the middle of them. That confusion of thought is rather characteristic of the modern ages, which might well be called the muddle ages. The mediæval man thought that men would be tempted to sin in all times and places while the earth endured. And if the modern man had thought the same thing he would have been readier for the war of 1914, not to mention such a trifle as the peace of 1919. The reviewer, therefore, really rebukes a claim which no mediæval or mediævalist would make, but at the same time concedes a tribute with which any mediæval or mediævalist may well be satisfied. He says that "what differentiates the Middle Ages from our own is that the goodwill then existing was not found to be incompatible with the economic system; whereas in our day goodwill and capitalist economics are poles apart." Surely nothing higher could be said of a human effort than that it did create an economic system not inconsistent with goodwill. Such a thing, as he implies, has never been heard of in the whole modern world, which made economic science. And surely the practical point is to inquire, not whether (as compared with our own inmost minds) the mediæval man was better, but rather how on earth he came to do better if he was quite as bad.

The system of the guilds was healthy, because it used democratic brotherhood not to destroy property, but to preserve it—only to preserve it for all the democrats. A man worked in his own shop, with his own tools, for his own livelihood; but the strong brotherhood he belonged to directed its rules to keeping the shop over his head, and the tools in his hand, and the livelihood out

of the grip of usury and bankruptcy. In short, the guild had what every peasantry has—small property plus large co-operation. That ideal, whether it is mediæval or modern, is now the only escape from an alternative of anarchy and slavery. Both anarchy and slavery will be all the worse for being promoted with the best motives. Many of the Semitic Socialists are sincere idealists, and imagine that the mere negation of nationality and property will somehow produce liberty. Many of the capitalists, with their model villages and modern appliances, mean well by their workmen, and are quite unconscious of rebuilding slowly a humane but heathen servile state. The cure is not to make private property public; on the contrary, it is to give a decent proportion of private property to every private man. This is the sunshine that shone upon the world long before clocks were invented; and I fancy we shall find it easier to put back the clock than to put out the sun.



A NEW ADMIRAL OF THE FLEET AT THE "GATEWAY OF INDIA": LORD JELlicoe (IN WHITE UNIFORM) LANDING AT THE APOLLO BUNDER, BOMBAY.

Lord Jellicoe arrived at Bombay in H.M.S. "New Zealand" on March 14, with Lady Jellicoe (seen in the centre of the group beyond). He was received at the Apollo Bunder, the "Gateway of India," amid a salute of 17 guns, and was conducted to a pavilion in which were assembled Ruling Princes and Government officials. An Address was presented by the Corporation. The next day Lord and Lady Jellicoe left for Delhi. Lord Jellicoe has since been made an Admiral of the Fleet.

Photograph by Meyers Bros.

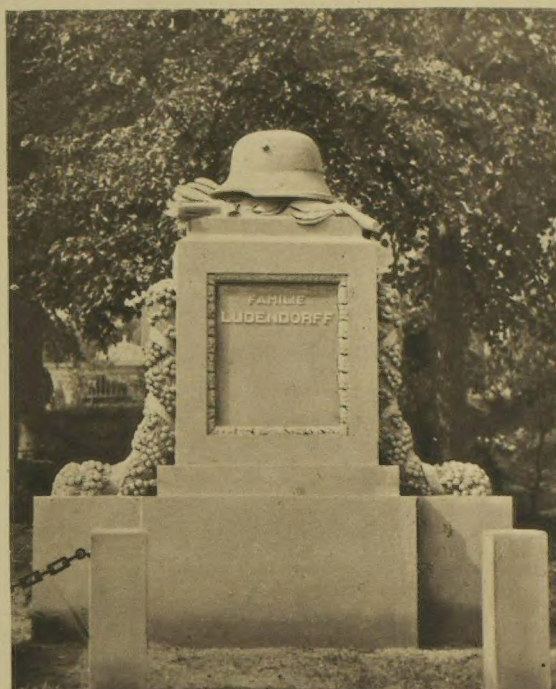
The *New Age*—a very able organ—is both rationalistic and revolutionary; and, while it works for the establishment of modern guilds, it certainly would not wish especially to make them mediæval guilds. But, even in rebuking the mediævalism of Mr. Penty, the *New Age* critic shows signs of a strange, unconscious change in the attitude of such men towards mediævalism. He does not call the mediævals brutes; he questions mildly, and almost meekly, "the assumption that the people of the Middle Ages were fundamentally better than ourselves." Imagine the feelings of Bentham or Buckle on hearing that this had become an assumption, somewhere in the twentieth century! Well, it is not, perhaps, as stated, a true assumption for the twentieth century; and it would certainly not have been the assumption of the twelfth century. The man of the Middle Ages certainly did not think there was anything specially sacred about the Middle Ages, merely

"ENEMY" WAR GRAVES: WHERE SOME OF GERMANY'S 1,600,000 DEAD LIE.

PHOTOGRAPHS—TOPICAL AND BRITISH OFFICIAL.



BUILT OF TIMBER: A GERMAN MONUMENT COMMEMORATING BATTLES IN VOLHYNIA.



TOPPED BY A GERMAN STEEL HELMET CARVED IN STONE: THE GRAVE OF ONE OF THE LUDENDORFF FAMILY.



A SEA OF WOODEN CROSSES: A CEMETERY NEAR BÉTHUNE CONTAINING 5000 DEAD GERMANS.



GERMAN-TOMB ORNAMENTATION: THE GRAVE OF AN OFFICER KILLED IN SEPTEMBER 1914.



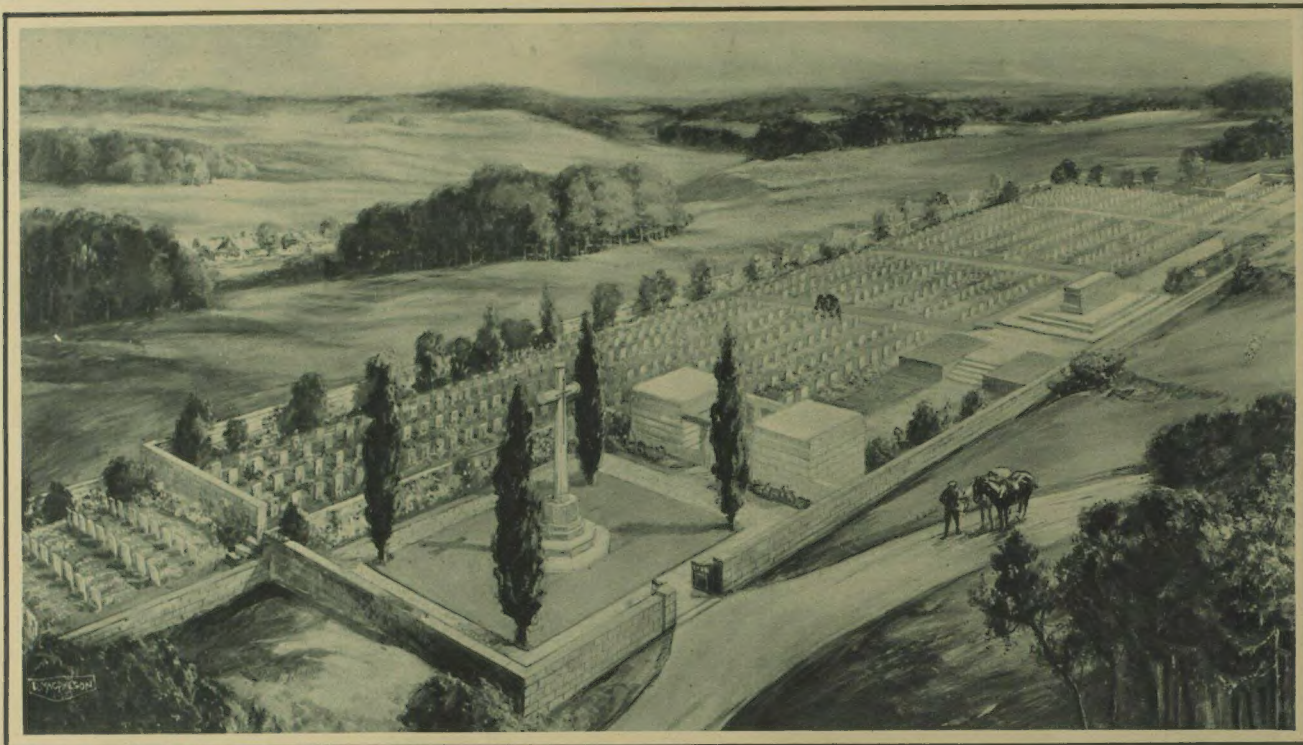
ANOTHER TYPE OF GERMAN TOMBSTONES: GERMAN SOLDIERS AT A MILITARY FUNERAL.

While thousands of our gallant dead rest in British war cemeteries on French soil, there are other cemeteries containing the dead left by the enemy in territory recaptured by the Allies. Authentic figures for the German casualties during the war up to November 10, 1918 (the day before the Armistice) were given as follows: Killed, 1,600,000; Wounded, 4,064,000; Missing, 103,000; Prisoners, 618,000; making a total of 6,385,000. We illustrate here

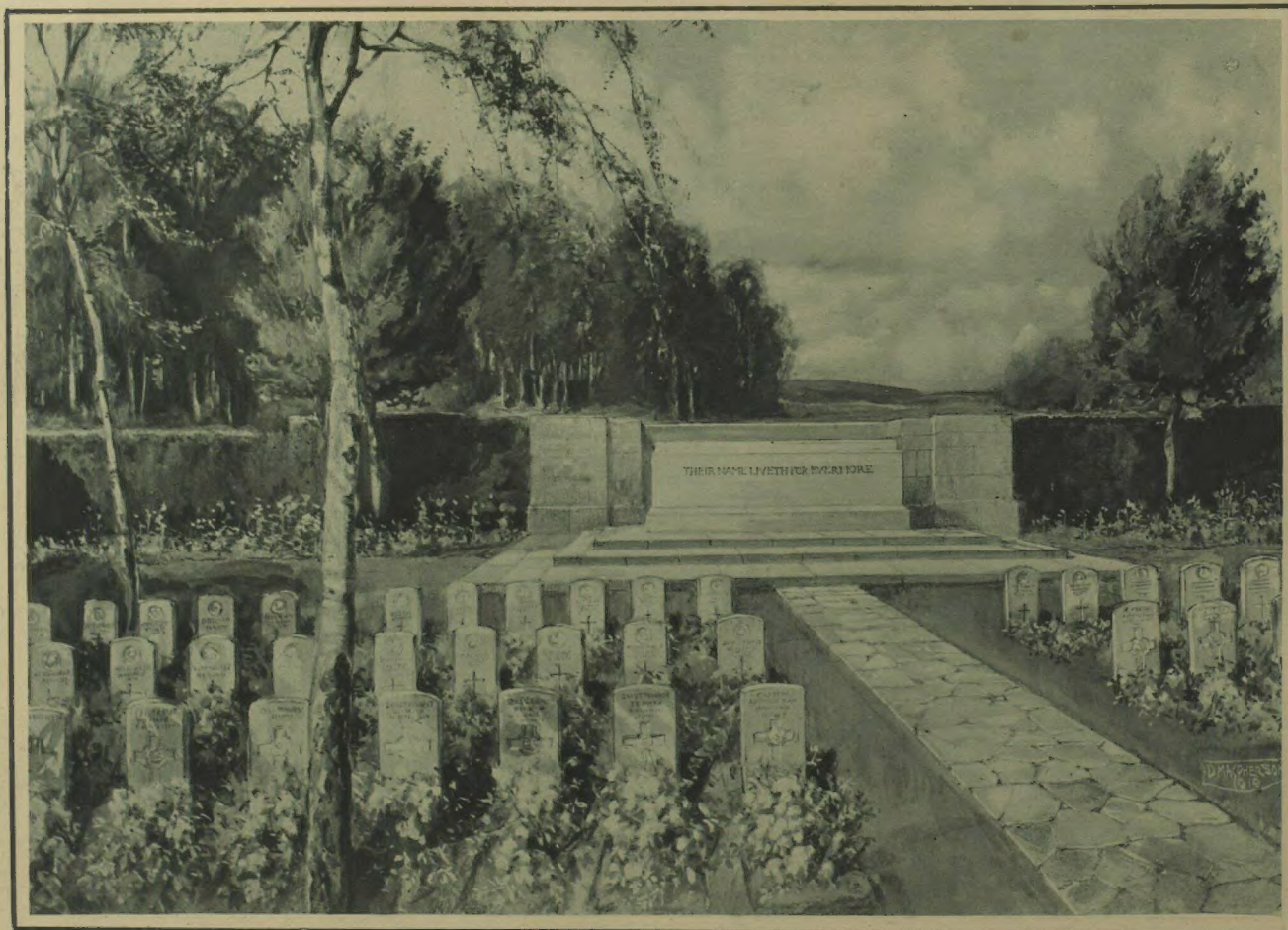
various types of German methods of military burial. The cemetery shown in the middle photograph on the left contains 5000 graves, of which a quarter are said to be those of artillerymen from a part of the front near Bethune. In the lower right-hand photograph the inscription on the cross reads: "Hier ruht Fahnrich M. Christoph, Gef. 27 IX, 1914." (Here rests Fahnrich M. Christoph, fallen 27 Sept., 1914.)

"THEIR NAME LIVETH FOR EVERMORE": WAR GRAVES—A DESIGN.

OFFICIAL DRAWINGS BY D. MACPHERSON.



A PROPOSED DESIGN FOR A BRITISH WAR-CEMETERY IN FRANCE: A GENERAL VIEW, SHOWING THE CROSS AND ALTAR-STONE.



INSCRIBED WITH A TEXT CHÖSEN BY MR. RUDYARD KIPLING: A DESIGN FOR THE ALTAR-STONE, OR "STONE OF REMEMBRANCE."

The task of providing worthy resting-places and memorials for our heroic dead in France and elsewhere was entrusted to the Imperial War Graves Commission. A scheme has been prepared, on the recommendations of Sir Frederic Kenyon, who writes: "The general appearance of a British cemetery will be that of an enclosure with plots of grass or flowers (or both) separated by paths, and set with orderly rows of headstones, uniform in height and width, but with slight difference of shape. . . . At the eastern end of the cemetery will be a great altar-stone, raised upon broad steps, and bearing some brief and appropriate phrase or texts. . . . And at some prominent spot will

rise the Cross, as the symbol of the Christian faith and of the self-sacrifice of the men who now lie beneath its shadow." Mr. Rudyard Kipling suggested that these should be called "the Cross of Sacrifice" and the "Stone of Remembrance," and chose as an inscription for the stone the text—"Their name liveth for evermore." The Cross, bearing the emblem of a sword, was designed by Mr. Reginald Blomfield, R.A., and the Stone by Sir Edwin Lutyens, A.R.A. Regarding the individual grave-stones, the Commission says: "Stone crosses were at first suggested, but crosses of the small size necessitated . . . do not allow sufficient space for the men's names and the inscriptions.

[Continued opposite.

THE CROSS OF SACRIFICE: A DESIGN FOR BRITISH WAR CEMETERIES.

AN OFFICIAL DRAWING BY D. MACPHERSON.



"AS THE SYMBOL OF THE CHRISTIAN FAITH AND THE SELF-SACRIFICE OF THE MEN WHO NOW LIE BENEATH ITS SHADOW":
THE CROSS, WITH A SWORD UPON IT, IN A BRITISH WAR CEMETERY—A PROPOSED DESIGN.

(continued.)
and are by their shape too fragile. . . . Plain headstones were, therefore, chosen. "To recapitulate, the plans proposed by the Commission are: "(1) For each cemetery its Cross of Sacrifice and Stone of Remembrance; (2) For each grave its enduring headstone, carved with the symbol of the dead man's faith, his name and rank, his regimental badge, and whatever text or inscription his relatives may add; (3) In the cemetery

building, the register in which the man's birthplace, age, and parentage can be recorded." For Indian graves special arrangements have been made, and it is proposed to build a Mohammedan mosque and a Hindu Temple. The Allied Governments are providing land for the cemeteries, of which there will be over 1000 in France and Belgium, containing over 350,000 British graves.—[Drawings Copyrighted in the United States and Canada.]

THE CREATOR OF THE RED ARMY: THE "NAPOLEON" OF BOLSHEVISM.

DRAWN BY JOSEPH SIMPSON.



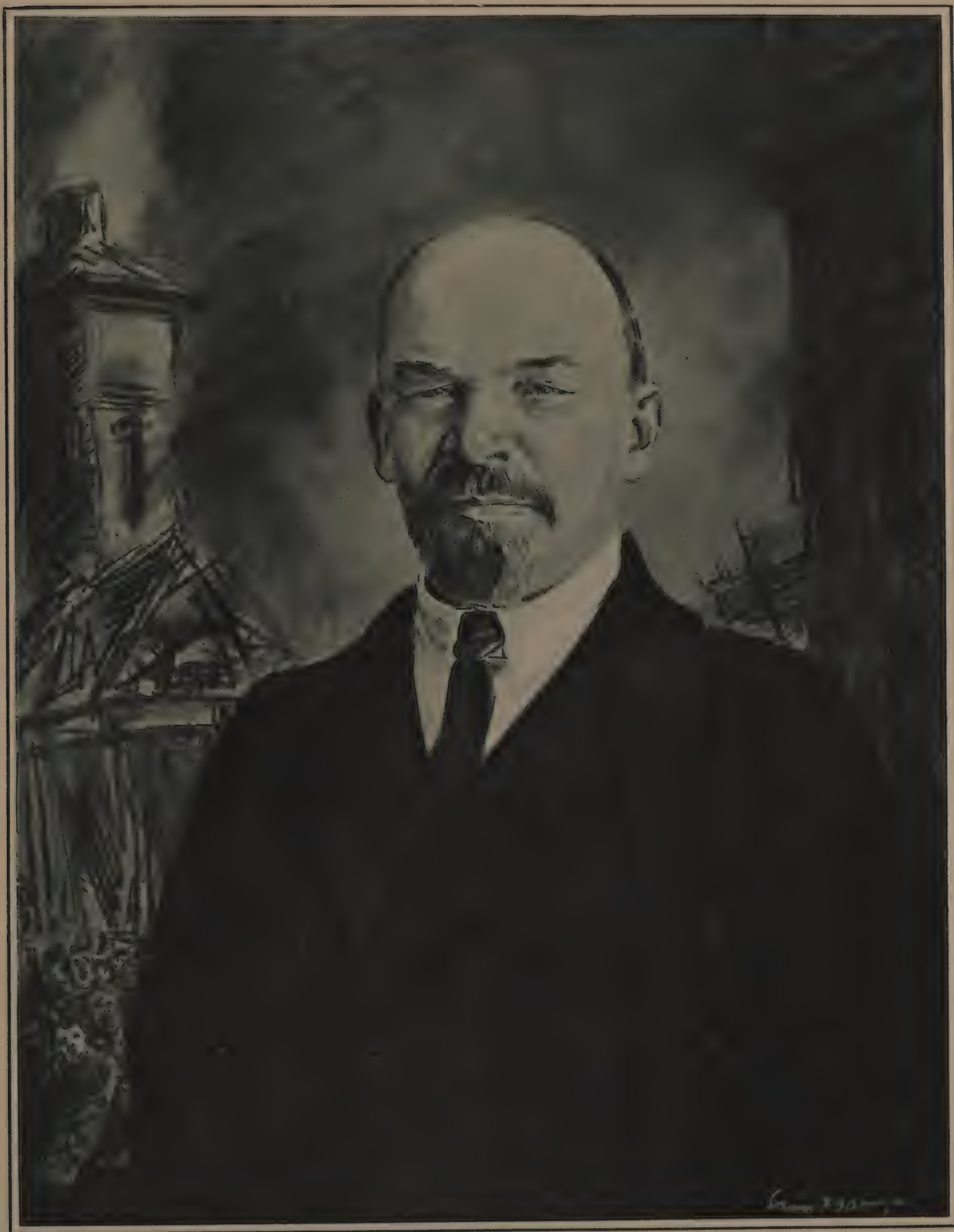
"THE BOLSHEVIST MAN OF ACTION; THE BOLSHEVIST IMPERIALIST": LEIBA BRONSTEIN, ALIAS LEV DAVIDOVITCH TROTSKY.
COMMISSARY FOR WAR.

Trotsky, like Lenin, goes by an assumed name. The author of "Bolshevist Portraits" in the "Times" says of him: "Born in 1877 in the Government of Kherson, the son of a provincial chemist, Leiba Bronstein, or, as he is now known to the world, Lev Davidovitch Trotsky, is a Jew of the Jews. From his earliest years he has been in revolt against Society. . . . He has become to-day the Bolshevist man of action, the Bolshevist Imperialist. The Red Army, such as it is, is largely his creation. . . . Even his own friends have taunted him with Napoleonic designs. . . . Behind those fierce,

black eyes lurks ever the demon of suspicion and mistrust. It is this ever-present fear of treachery which inspires the terrible, pitiless cruelty of which he has been guilty. But where Trotsky might shrink through fear of the consequences from shooting 10,000 men in cold blood, Lenin would assuredly not hesitate if he thought such an action were essential to the advancement of his cause." Like Lenin, Trotsky was twice exiled to Siberia. After the Revolution of 1905 he received a life sentence, but escaped, and lived abroad, supporting himself by journalism.—[Drawing Copyrighted in the United States and Canada.]

THE MASTER MIND OF BOLSHEVISM: A RUSSIAN "ROBESPIERRE."

DRAWN BY JOSEPH SIMPSON.



"A FANATIC . . . IN HIS EFFORT TO FORCE HIS MARXIAN DOGMA UPON THE WHOLE WORLD":
VLADIMIR ULIANOFF, ALIAS LENIN.

Lenin, the chief of the Bolsheviks, has been compared to Robespierre. He has the same fanatical sincerity, honesty amid corruption, frugality and decency in private life (he is happily married), the same relentlessness towards opponents of his cause. He is of noble birth. His real name is Vladimir Ilitch Ulianoff, and he was born at Simbirsk on April 10, 1870, the son of a State Councillor. In 1887 his brother Alexander was hanged for complicity in a bomb plot against the Tsar Alexander III. In 1887 Lenin entered the Kazan University, whence he was expelled after a students' political riot, and banished.

In 1891 he studied law and economics at the University of Petrograd. In 1895 he was exiled to Siberia for three years for Socialist activities. After his release he engaged in Socialist propaganda and conferences, culminating in those at Zimmerwald in 1915 and his return to Russia through Germany. He has since been the moving spirit and master-mind of Bolshevism. The writer of "Bolshevist Portraits" in the "Times" describes him as "a fanatic . . . utterly ruthless in his effort to force the narrow tenets of his Marxian dogma upon the whole world."—[Copyrighted in the United States and Canada.]

Shakespeare in Hampton Court Palace.

BY ERNEST LAW.

IT is not generally known that in Hampton Court Palace we have the only surviving theatre where Shakespeare's plays were acted in his lifetime; doubtless in his presence and under his own guidance. All the public theatres—the "Curtain" and the "Swan," and, particularly, the "Blackfriars" and "the great 'Globe'" itself—all have vanished and "left not a rack behind."

A similar fate has overtaken most of the halls which served as playhouses in the royal palaces. There remain, of course, the Halls of Gray's Inn and of the Middle Temple, in the first of which there is record of a performance, in 1594 on Innocents Day at night, of the "Comedy of Errors"; and in the second, in 1602 on Candlemas Day at night, of "Twelfth Night." But both these performances were solitary and casual ones, for which little or no preparation was made, of which no particulars have been preserved, and which, therefore, throw no light on the history of the stage.

Quite the reverse, and entirely exceptional, is the case at Hampton Court, where can be traced out and identified an Elizabethan or Jacobean playhouse as complete as any of the public ones of Shakespeare's time. It is in this that consists the peculiar interest of the Great Hall, the "Great Watching Chamber," the actors' "Tyring Room," the "Horn Room," and the "Haunted Gallery."

We have to remember that the Court performances differed in many ways from those that took place in the public theatres—not only in the external conditions under which they were viewed, but also in their general atmosphere and surroundings. These and other considerations seem to render it worth while trying to reconstruct, by means of such ancient material as remains to us—in the shape of the original bills among the Lord Chamberlain's records, or those of the "Treasurer of the Chamber" and the "Master of the Revels"—to piece together, with the aid of a date here or an allusion there in some worm-eaten fragment of a letter or some scrap of an old account, a sort of mosaic of a play night at Court in the time of "great Eliza" or King James.

Two of the chief points of difference which stand out in this connection are, first, that the Court playhouse was, unlike a public one, as entirely closed in and roofed over as are any of our modern ones, and with decorations not less gorgeous, though in far better taste; and secondly, that the performances always took place at night. Over the stage, therefore, as well as over the heads of the spectators, instead of the open sky—or, in the case of the more expensive seats in the Curtain and Globe, a roughly boarded ceiling—there stretched the splendid and elaborate Gothic roof of Henry the Eighth's Great Hall, its fretted tracery glittering with hundreds of starry lamps strung on wires from rafter to rafter. Below, on the floor, stood candelabra, and on the walls were fixed sconces with candles, and elsewhere occasionally cresset lamps. All around the assembled company, instead of the commonly constructed and somewhat shabby posts and boards at the common theatres, were, high above sixteen lofty mullioned windows, moulded and carved, with their 160 lights enclosing lustrous stained glass, reflecting from the uneven surfaces of their leaded panes the candles and lamps that gleamed around. Below, hung the same resplendent tapestries of "The Story of Abraham" that still hang on these walls.

Such were the surroundings in the theatre. As to the spectators themselves—the brilliant throng of splendidly attired courtiers, ambassadors, and beautiful women—they were seated on either side, on tiers raised one above the other, leaving the middle of the floor clear for an unobstructed view from the dais, where sat the King and Queen and the young Princes, and any favoured guests. These and the rest of the Court entered through the beautiful doorway, at present hidden by tapestry, but shown in Mr. W. B. Robinson's drawings. The royal platform was usually raised

a foot or two above the level of the dais, and was always covered with rich Oriental carpets. The King and his party sat in "elbow chairs," with cushions finely embroidered. The rest of the floor of the hall was sometimes covered with rush matting, more often with green cloth, with which the stage was also frequently carpeted. Sometimes the floor was strewn with roses or other flowers, and almost invariably we find record of perfumes being burnt and scents being sprayed about.

Another distinctive feature of equal significance with the foregoing was the comparatively elaborate stage effects with which all dramatic entertainments were presented at Court. Few are the devices of the modern stage-carpenter for which the "Master

must have leant, peeping through the curtains or "traverses" to watch the progress of the play. Under the Loft, in the middle of the wall at the back of the "Screens," is the old Tudor doorway which leads into the actors' "Tyring room," hidden for several centuries until uncovered a few months ago. Passing through it—in imagination, for it is now bricked up—we enter the room where Shakespeare and the players foregathered with their tiremen, their property-men, their servitors, the Revels' men, the minstrels, singers, call-boys, prompters, critics. In all essential features it remains unchanged to-day. Through the half-open door on the left, opening into the "Screens," we can imagine the distant sound of viols, "lutes and soft recorders," reaching our dramatist's ears, when a gentleman usher, perhaps, hurries in with a message to say that the King has arrived and the play may begin.

Above the "Tyring room" is the "Upper Tyring room," also little altered since Shakespeare's time, which, being comparatively quiet and secluded, was probably used by him, Burbage, Heminges, and other leading members for rest and retirement, and for transacting business.

The doorway of the turret, leading by a spiral stairway to the lower room, is the original; so are the old oak door and the ceiling beams. They are the same windows too, and the same fireplace by which Shakespeare must have sat.

Coming down again, we may pass out from the "Screens" through the great back doorway, down the wide flight of oaken steps, to the cloister. Along this Shakespeare would have passed, and then gone, either by the stairway leading up into the "Horn room"—where were stored for 200 years Queen Elizabeth's collection of horns and antlers—or by that leading up into the "Haunted Gallery," and so to the "Great Watching Chamber," if he were summoned to the royal presence. Similarly, he would have gone down this staircase after the play, past the "Serving place"—with its hatches through which the actors' supper would have been handed out—to the "Dryngyng House," where the players, with the Revels' men and musicians, could regale themselves freely, each player's allowance on play days being a gallon and a half of good English ale.

Passing from the hall into the "King's Great Watching Chamber," as Shakespeare must often have done, we enter one of the most interesting Tudor rooms at Hampton Court, and to Shakespeareans one of the most inspiring in England. For it has this special significance—that it was used for rehearsals by the King's Company of Players and must have been used for this purpose for rehearsing "A Midsummer Night's Dream" acted, as already noted, in the Hall on New Year's Night, 1604. Bottom, it will be remembered, at the rehearsal of their comedy "Pyramus and Thisbe," talks of "leaving a casement of the Great Chamber window open that the moon may shine in"—and here we have such a chamber, and such a window, and such a casement.

Such were the arrangements for the King's Company and the performances of their plays when Shakespeare and his fellows were summoned by the Lord Chamberlain to Hampton Court for the Christmas holidays of 1603-4, during which season they acted seven pieces in the Hall—most of them, doubtless, by Shakespeare himself—before the King and the Court.

That the company were lodged for some three weeks within the precincts of the Palace itself is pretty certain, for all intercourse with the neighbouring villages was strictly forbidden on account of the plague. That they were boarded at the King's expense as Grooms of the Chamber is quite certain. That with all the courts and cloisters and all the galleries and chambers remaining to us of the old romantic Tudor buildings they must have been familiar, is equally certain.



Window in the Great Watching Chamber where Rehearsals took place.

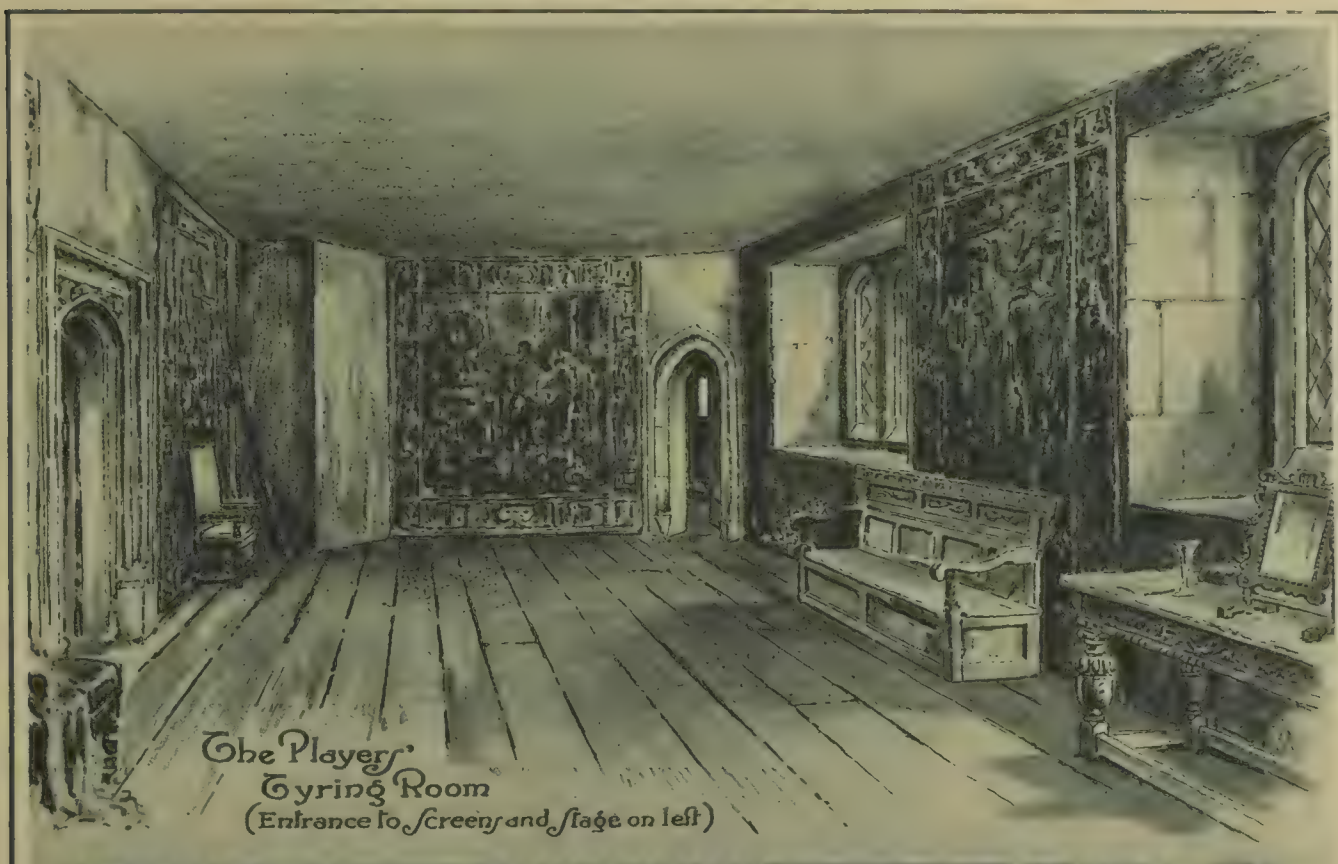
of the Revels" and the King's architect, Master Inigo Jones, did not design prototypes.

In the matter of dresses and properties a similar magnificence invariably marked the performances in the royal palaces; there being a regular department of State, maintained at a considerable annual cost, with a regular staff of tailors, haberdashers, hairdressers, wire-drawers, painters, etc., to provide and keep in store all necessities of this sort.

The stage, as already indicated, was erected at the end of the hall, in front of the Minstrels' Loft and the "Screens," the openings in which were used as entrances and exits—in the rear, as in the public theatres. The Minstrels' Loft above the "Screens" served for the King's "Musycions," and also for spectators and actors off the stage. The fireplace by which they kept themselves warm on cold winter nights, and which is all scrawled over with names, rebuses, and initials (revealed a few months ago by judicious cleaning) still remains. It was also used for certain incidents in the plays, such as where Gloucester ("Richard III.") enters "in a gallery above, between two bishops," where Juliet appears at her balcony, and where Prospero is seen "above invisible." Against those very pillars of the "Screens," which support the Minstrels' Loft, Shakespeare and his fellows

SHAKESPEARE'S ONLY SURVIVING "THEATRE": AT HAMPTON COURT.

DRAWN BY OUR SPECIAL ARTIST, W. B. ROBINSON, BY COURTESY OF THE LORD CHAMBERLAIN.



WHERE SHAKESPEARE PRODUCED HIS OWN PLAYS: THE GREAT HALL AT HAMPTON COURT (SHOWING THE SITE OF THE STAGE); AND THE PLAYERS' TYRING ROOM.

As Mr. Ernest Law points out in his very interesting article on the opposite page, the Great Hall at Hampton Court Palace is "the only surviving theatre where Shakespeare's plays were acted in his lifetime, doubtless in his presence and under his own guidance." The upper drawing shows the Players' Tyring Room, which communicated by a doorway (seen on the left) with the space behind the screens at one end of the Great Hall (shown

in the lower drawing). The stage stood in front of the screens, and the dais from which the King watched the plays was at the other end of the hall. At that end a doorway (shown in the top left-hand corner of our double-page of drawings) led into the King's Great Watching Chamber. During performances, courtiers and ambassadors occupied seats in the Great Hall.—(Drawing Copyrighted in the United States and Canada.)

HAMPTON COURT AND ITS MEMORIES OF SHAKESPEARE: HAUNTS OF THE KING'S COMPANY OF PLAYERS.

DRAWN BY OUR SPECIAL ARTIST, W. B. ROBINSON, BY COURTESY OF THE LORD CHAMBERLAIN.



"AGAINST THOSE VERY PILLARS OF THE SCREENS . . . SHAKESPEARE AND HIS FELLOWS MUST HAVE LEANT": NOOKS AND CORNERS ASSOCIATED WITH THE DRAMATIST.

The story of Shakespeare's association with Hampton Court Palace, where in the Great Hall he produced seven of his own plays before James I. at Christmas 1603, is told by Mr. Ernest Law in his article on another page of this number. "Against those very pillars of the 'Screens,'" he writes, "which support the Minstrel's Loft, Shakespeare and his fellows must have leant, peeping through the curtains or 'traverses' to watch the progress of the play. Under the Loft, in the middle of the wall at the back of the 'Screens,' is the old Tabor doorway which leads into the Actors' Tiring Room. . . . Above the Tiring Room is the turret Tiring Room, also little altered since Shakespeare's time, which was probably used by him, Burbage, Hemmings, and other leading members. The doorway of the turret, leading by a

spiral staircase to the lower room, is the original; so are the old oak door and the ceiling beams. They are the same windows, too, and the same fireplace by which Shakespeare must have sat. And in so throughout the building, every nook and corner of which is haunted, as it were, by the voice and memory of Shakespeare. Thus, through the end doorway behind the 'Screens' he must often have walked, and down the back stairway, after the play, or if summoned to the royal presence. On his way he would pass the 'Serving Place,' through whose hatches the actors' supper was handed out, and the 'Drynkyng Howse,' where each player received his allowance of a gallon and a half of ale!"—(Drawing Copyrighted in the United States and Canada.)



NEWSPAPERS BY AEROPLANE.

By C. G. GREY,
Editor of "The Aeroplane."

WHATEVER people may think about the utility of aeroplanes as passenger-carrying vehicles, and about the possibility of reducing passenger fares by aeroplane to reasonable figures, it is evident that high-speed aeroplanes must find their usefulness first and foremost as mail-carriers; and obviously one of the first functions of a mail-carrying vehicle is to carry newspapers. Long before the war odd copies of various newspapers have been conveyed from one place to another for

thing between 40 and 60 miles an hour, the pilot must be able to see half a mile ahead at least before he can safely attempt to land, even in an aerodrome which he knows quite well; and if he is going to fly across country at all, he must be able to see for at least a mile ahead.

The difficulty of flying in early morning fogs is considerably increased by the fact that when one is above the fog with the morning sun shining

down on to it the fog becomes an impenetrable white blanket, just as does fog when one drives a car into it with strong headlights, so that the pilot has no notion whether, if he dives into the fog, he will be able to see when once inside it or not, and he may very well dive straight into the tops of some trees, or into a high building which is only just veiled by the upper layers of the fog. Early morning ground fogs, as a matter of fact, are very seldom of any great depth, and

is, in fact, the evening papers which would score most heavily by using aeroplanes in their scheme of distribution. It is true that many of our big provincial cities have excellent newspapers of their own; but there is no doubt that if the best of the London evening papers could reach the more distant provinces in good time, they would find an enormous sale, even at an enhanced price. In fact, it might be possible even to issue special provincial editions, in which they could charge more, not only for the actual selling price of the paper, but for special advertisements therein, so as to help to pay for the extra cost of transport.

Where the evening papers would score most heavily over the morning papers would be in the almost absolute certainty that their aeroplanes would get through to their destination every day. Any wind short of a hurricane is insufficient in these days to prevent an aeroplane from flying; and everybody knows that fog clears away as soon as a wind rises. Rain, although unpleasant for the pilot, is not sufficient to prevent an aeroplane from flying. Actually, the number of days in the year when there is a thick fog all day long are so few and far between that they would scarcely interfere with the regularity of an afternoon newspaper service. In the depth of winter, heavy snowstorms and thick mists, such as those from which we suffered two or three months ago, might interrupt the service altogether for a while; but by that time the circulation of the London evening papers in the provinces would be pretty well assured, and people would probably be content, for the time being, to have their London evening papers delivered at their homes at 8 p.m. or 9 p.m., after having come by train, instead of being able to buy them in the street or at a bookstall at 5 p.m. or 6 p.m.

At any rate, one commends the consideration of these facts to enterprising proprietors of evening papers. For the matter of that, the same arguments apply equally well to the more successful and enterprising provincial evening papers which at present circulate over an area with a diameter of perhaps fifty miles. This area might con-



OF NOVEL FORM: A NEW VOISIN TRIPLANE.

Photograph supplied by C.N.

the sake of what the French call *véclame*, or as we, in the vulgar tongue, might say, "by way of a stunt"; but hitherto newspaper-carrying by aeroplane has not reached the region of practical politics. It will be remembered that some few weeks ago a number of copies of the *Daily Mail* were conveyed by a Nieuport "Nighthawk" aeroplane from Hendon to Bournemouth. These copies reached Bournemouth some hours in advance of the regular copies which went by train. The performance had undoubtedly a certain practical value in demonstrating that even over comparatively moderate distances, the aeroplane scores in the distribution of news.

A rather interesting point arises in connection with this particular phase of commercial flying. If one reads at all carefully the meteorological forecasts which are now issued by certain of the daily papers, it will be seen that over and over again there occurs the phrase: "Flying in the morning will be restricted by ground mists. Flying for all types of aircraft will be possible later in the day"—or words to that effect. Here we have a natural phenomenon with which we must reckon when considering the question of newspaper deliveries. Doubtless, in time to come, we shall be able—thanks to directional wireless, or other means—to fly safely in fogs, and when that time arrives, morning mists will not count; but for the present, it is necessary to take early morning fogs very seriously.

In the very early days of flying, the chief enemy of the aeroplane was wind, and consequently people used to get up at unholy hours of the morning so as to get in their practice flying, or the teaching of pupils, before the wind arose. In those days, aeroplanes were so slow that a certain amount of fog made very little difference to them; and, moreover, the flying was all done over aerodromes in which the pilots and instructors knew every inch of the ground, so that so long as they could see a hundred yards ahead, they could go on flying. In these days, when aeroplanes have a speed of anything up to 150 miles an hour, and land at any-

rarely exceed 200 feet; also they are confined to low-lying country, or to damp patches of moorland; but, no matter how well a pilot may know the country over which he is flying, they are a constant source of danger to him, and, owing to the fact that aerodromes are, in the nature of things, situated on flat, open expanses of country, aerodromes are decidedly among those parts of the country which are peculiarly liable to early morning fogs. Furthermore, if the morning papers are to be delivered at a distance from London in time to compete with the local morning papers, that is to say, in time to be on everybody's breakfast table, it is fairly evident that the aeroplanes which convey them will have to do their flying at precisely that time of the morning when fogs are most prevalent, that being between the hours of 3 a.m. and 7 a.m. in the spring, summer, and autumn. Therefore, one sees that there is a very grave doubt about the possibility of running a perfectly regular newspaper aeroplane service for the morning papers. On a certain number of mornings, undoubtedly, the papers would not arrive; and, equally certainly, a number of the machines which actually arrive at their destination would be smashed owing to having to land in fogs. Further consideration of the question of carrying newspapers by aeroplane leads one to the conclusion that it

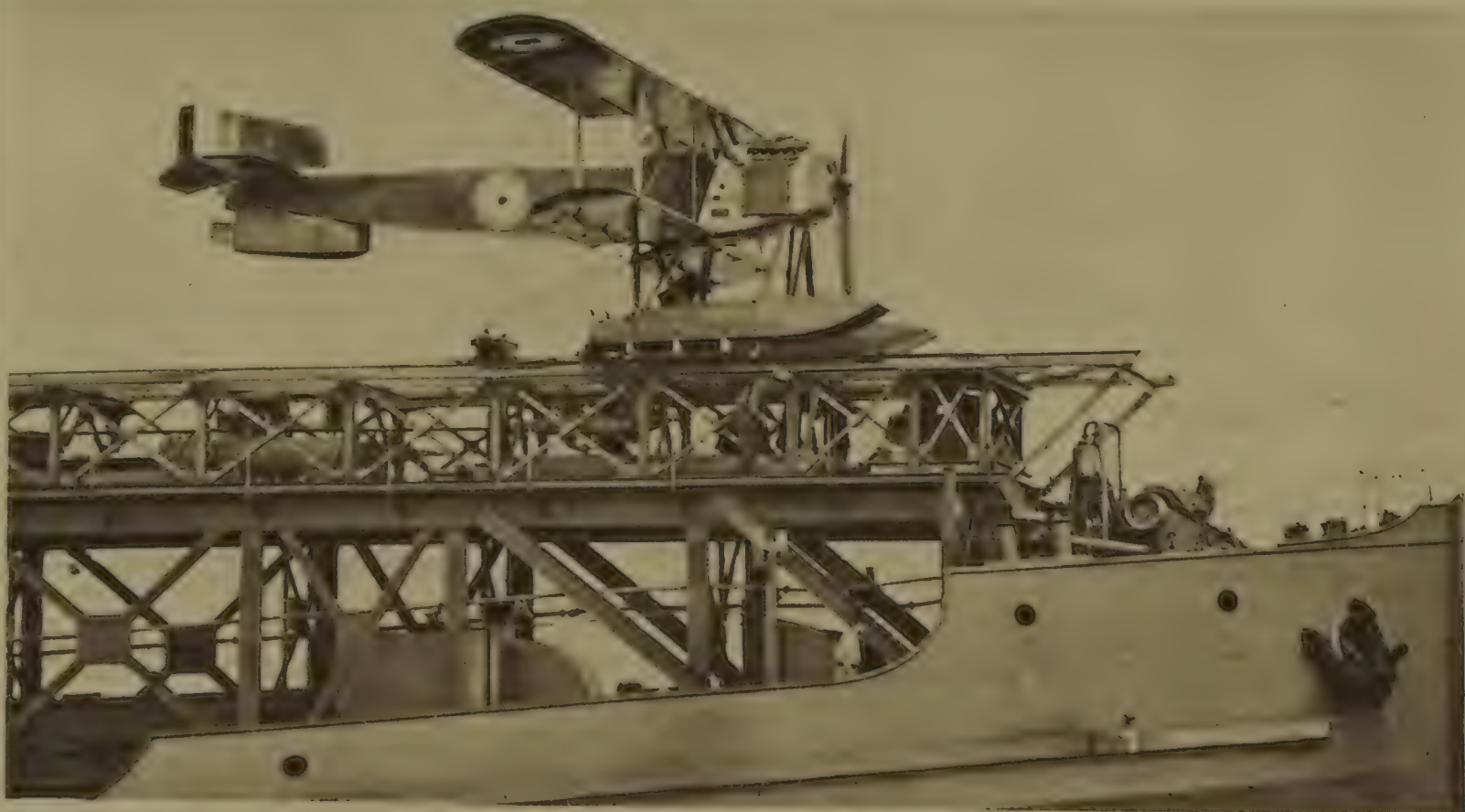


THE NEW VOISIN TRIPLANE: A CLOSE VIEW.

Photograph supplied by C.N.

veniently be extended to a diameter of a hundred or two hundred miles by using a few aeroplanes for quick distribution. In any case, the fact remains that, until we acquire the art of flying in fogs, we are not likely to be able to run either mail or newspaper services with anything like approaching certainty or regularity in the early morning; whereas all available evidence points to our being able to do so if the said services are run in the afternoon.

LAUNCHING A SEAPLANE BY CATAPULT: FROM THE R.A.F. EXHIBITION.



THE CATAPULT METHOD OF LAUNCHING A SEAPLANE FROM A SHIP'S DECK: A MACHINE IN POSITION ON BOARD H.M.S. "SLINGER."



A COMPRESSED-AIR CATAPULT IN OPERATION: THE SEAPLANE LEAVING THE LAUNCHING-PLATFORM ON THE DECK OF H.M.S. "SLINGER."

We reproduce here two more of the interesting exhibits at the War in the Air Exhibition at the Grafton Galleries, illustrating by coloured photographs the work of the Royal Air Force during the war. The Exhibition is to remain open until the end of May. The

above photographs show the launch of a seaplane from a platform on the deck of H.M.S. "Slinger" by means of a catapult operated by compressed air. This method is used when the deck space is limited.

SCIENCE JOTTINGS

IN QUEST OF
THE BOOKOF SACRED
SCIENCE.

A VILE USE FOR AEROPLANES.

A NEW and a vile use for aeroplanes has just gone the round of the newspapers—to wit, that aeroplanes should be used for "hunting" caribou over the "Barren Lands" of Canada. It is suggested that "air drovers" should come south in the autumn, drive the caribou to the shores of Hudson Bay and down along the coast, and behind a strong fence built from a point above Port Nelson and extending for ten or twenty miles towards the north-west. Once secured between the sea and the fence, men on horseback could segregate the sexes. The does could be let through gates to freedom, while the fat bucks could be driven to the rail-head and slaughtered."

This scheme is so outrageously infamous that it should bring its own condemnation. But—there is "money in it." The yearly harvest of blood and brutality is expected to yield from £100,000 to £400,000; and for this reason no effort must be spared to make it clear that no such venture will be tolerated. Already some of our best-known sportsmen have condemned the scheme, and those of us who desire to stay, if we cannot stop, the hand of the exterminator, must do our best to add our protests, or, better still, to make his work impossible.

We are assured that the caribou of these desolate regions may be numbered in millions. Naturally, for reasons of their own, the promoters of this project have exaggerated the numbers of the herds. But, even supposing them to be correct, once the wanton work began they would soon dwindle till they shared the fate of the bison which a few years ago roamed in millions over the prairie lands of the United States and Canada. All that remain to-day of these hosts are a few scattered herds living in parks and zoological gardens. The last of the European bison were those in the Lithuania Forest, where they were jealously preserved by the late Tsar of Russia. The Hun has wiped these out, with much more that he cannot restore. There is one item in this programme of slaughter that can hardly have been made seriously, and that is that the airmen, when not engaged in harassing maddened herds of caribou, should be engaged in killing wolves and the numberless dogs which have run wild, by machine-gun fire. Far less costly and much more practical methods have long been in use, and they will suffice. The caribou is the reindeer of North America, and is a far finer animal than its European repre-

sentative. No less than eight species are recognised by some authorities; but these should rather be regarded as "races" than as species, and it is extremely doubtful whether some of these have any existence in fact. That is to say, this animal

generally speaking, the "Barren-ground" forms have longer and more slender antlers than the woodland type, in which the beam of the antler is shorter and more massive; while the tines are more numerous, the brow-tines especially forming enormous plates or "shovels"—so called from the tradition that they are used by the animal as shovels to clear away the snow when seeking food.

The great beauty of the antlers of this animal and the extreme variability which they present may be seen at a glance where a number of heads can be compared side by side, as in the superb collection of the late Captain F. C. Selous, and in the even finer collection of Commander J. G. Millais. The appearance of the whole animal may be studied by stay-at-home naturalists in the magnificent pair of animals shot by Captain Selous, and presented by him to the British Museum of Natural History. Already the most formidable foe of this fine animal is the "meat-hunter," who slays without mercy, or discrimination of sex or age, to supply mining and lumber camps. The sportsman selects only the mature bulls with fine heads.

Great numbers of caribou are, or were, found in Alaska, where they are nominally strictly preserved by the American Government, sportsmen being forbidden to invade this region. But, with strange perversity, the native Indians—who are now no longer armed only with the archaic weapons of their forefathers, but with Winchester rifles of the latest pattern—kill what they will without any restraint, and find a market at the mining camps for all they can bring in. This state of affairs surely calls for redress.

The spread of mining camps, and the destruction of wild life which follows in consequence, is increasing; and this fact urgently calls for protective measures. But the raids of the meat-hunter are of no account compared with the organised slaughter which it is suggested shall be carried on by means of aeroplanes; for, in addition to the animals killed at the end of the

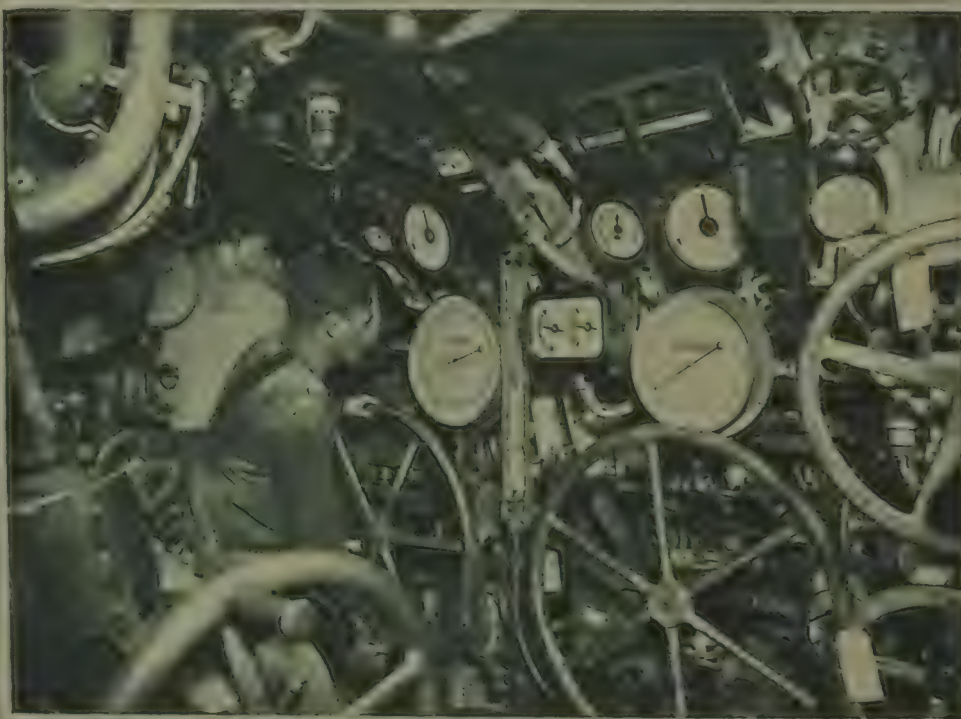
"hunt," thousands will be done to death during the rush of the victims, wrought into a frenzy of fear by the descent upon them of a flight of great 'planes. Let us see that the scheme comes to naught, if only in the name of common decency.

W. P. PYCRAFT.



INSIDE A GERMAN SUBMARINE: THE FORWARD TORPEDO-TUBES.

In the foreground, on either side, are torpedoes in reserve for recharging the tubes. The four doors closing the tubes are seen in the background, behind the officer.



INSIDE A GERMAN SUBMARINE: IN THE HEART OF "U 105."

Here are concentrated the controls of direction, diving and rising, and the various devices for transmitting orders to all parts of the craft.

is exceedingly variable in regard to the form and size of its antlers, and coloration. They are further regarded as separable into "Woodland" caribou and "Barren-land" caribou; but these also grade one into the other, so that no hard-and-fast line can be drawn between them. But,

FORWARD



CONSCIOUS of worth—braced and strengthened by steady purpose—we steer forward to the freedom of the illimitable future.

With their elements of disorder, destruction and death, the clouds of war swiftly roll by—swirling and surging in their backward course. With dark aggression now chained and buckled, we face the new era with promise of still greater success in the realm of public good.

Dread days we have left behind—but Hall's Wine has helped! It has strengthened, where strength was sorely needed. Nerves frayed and rattled with worry and shock,—Hall's Wine restored to health. And it aided the over-worked in factory and office—workers towards Victory and preservers of the industries of Peace.

In the future, Hall's Wine will help again—help to restore the countless numbers who have suffered from the trials and anxieties of the past—or those who will suffer in the future.

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THE SUPREME TONIC RESTORATIVE

Doctors appreciate the help that Hall's Wine gave—the thousands of letters from medical men all over the country prove it. Never before has praise been so freely given to worth.

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A HISTORY OF ZIONISM.

THE first volume of Mr. Nahum Sokolow's "History of Zionism, 1600-1918" (Longmans, Green) is a massive affair of three hundred-odd pages and nearly one hundred illustrations; it is enriched by an Introduction from the pen of Mr. A. J. Ballour, and letters from Viscount Bryce and the late Sir Mark Sykes. Mr. Sokolow is a man of parts. He has something of a statesman's outlook, he is a linguist, he has eloquence, and is inspired by deep convictions. All these are qualities destined to help the movement that seeks to provide a home in Palestine for Jews who are suffering morally or materially—a home for Jewish education, learning, and literature, a source of idealism for Jews the world over, a terrain for the Hebrew language, an impetus for the revival of Palestine itself, and the creation of a strong Jewish agricultural class. At the same time, it must be confessed that those who look for a history of Zionism in Mr. Sokolow's pages must pick their way with care. He is a very discursive writer, and what he has given us is in effect an epitome of modern Jewish history. He begins well by pointing out that the Jewish Bible has been a source of English inspiration for many centuries, and that many of our most famous authors and divines have understood the language in which it was written. Then we come to the curious chapter in English history that opens with the plea of Manasseh Ben-Israel before Oliver Cromwell in 1655, that the Jews might be allowed to return to England in order that the Dispersion might be complete and the Messianic hope fulfilled. From the time when the great Protector gave his assent down to the moment when, in the interval of world-war labours, Mr. Ballour wrote his historic letter to Lord Rothschild, there are between two and three centuries of tragic striving. From these intervening years the author has endeavoured

to select all the events of Zionistic significance, though it is not always easy to find the connection between the event and the cause he has at heart. Granting, as we must, that there is much that seems irrelevant, it may be conceded that the interest does not fail. A glimpse of Jews and Judaism in the seventeenth, eighteenth, and nineteenth centuries brings some fascinating figures before us, and recalls matters of moment that were in danger of being



TO BE ENLARGED—AS A WAR MEMORIAL: AT THE WAREHOUSEMEN, CLERKS, AND DRAPERS' SCHOOLS, RUSSELL HILL, PURLEY, SURREY.—[Photograph by French and Co.]

forgotten. How many, for example, among those interested in Jewish history remember that, by the order of the First Napoleon, a Grand Sanhedrin assembled in Paris in February 1807? Soon we may expect to find the Sanhedrin sitting in Jerusalem as of old time. The worst that can be said of Mr. Sokolow is that he set out to write a history and wrote an encyclopædia instead. Hereafter, students of the Jewish history in Europe in the centuries immediately prior to the return to Zion will turn to Mr. Sokolow's pages, and will admire the patience, the zeal, the learning that went to their making. Essentially, as far as the first volume is concerned, it is a work for students and enthusiasts.

THE WAR—AND A GREAT EDUCATIONAL SCHEME FOR CHILDREN.

THE textile trade is preparing a wholly admirable scheme for the education of the orphans of men who have fallen in the war. The great schools at Russell Hill, Purley, known as the Warehousemen, Clerks, and Drapers' Schools, have for sixty years carried out the beneficent work of educating, clothing, and housing the orphan sons and daughters of men of all branches of the textile trade—manufacturing, wholesale, shipping, and retail—and there are 320 children in the schools, including fifty boys and girls whose fathers fell in the war. There is also a long waiting-list of new pupils. It is proposed to extend the scope and enlarge the premises of the schools, so that there shall be adequate provision available for these war orphans. The new proposals include qualification of the schools as a Secondary School, and the extension of the period for the boys in future until their seventeenth or eighteenth birthday, the age for leaving up to the present having been fifteen. It is now proposed, therefore, to erect a new establishment for the elder boys, and dedicate it to the gallant memory of the

many thousands of men, employers and employed, who gave their lives for their country in the Great War, leaving, in many cases, children whose training and education it will be the work of these schools to complete.

"Russell School" is suggested as a suitable title for the new establishment, which will be educationally distinct from the present schools, with its own headmaster, but in all other matters under the present Board of Management and Trustees. The Honorary Treasurer is Lord Hollenden, to whom all communications should be addressed, at the offices of the Warehousemen, Clerks, and Drapers' Schools, Wakefield House, 32, Cheapside, London, E.C.2. The textile trade alone is being asked to subscribe.

PELMANISM AND ENERGY.

"It Brings Your Mind into Action at Once," says a Pelman Student.

IN Business and Commercial Life—as, in fact, in every other sphere of human activity—permanent success can only be won by those who possess energy, and energy rightly directed.

Perhaps more men and women have failed in life through lack of energy and application than from any other causes, and very frequently these failures have been the most disappointing and saddening of all failures, the failures of men and women of brilliant mental ability.

Lack of energy is one of the weaknesses which often seem to dog the footsteps of clever people. All through their lives their talents have proved their undoing. So quick are they at "picking up" things that they are apt to be tempted to neglect that steady application and mental discipline which is so necessary for those who wish to succeed in any undertaking. The fable of the hare and the tortoise has many a counterpart in contemporary life. People are attracted by the intellectual brilliance of an individual, they trust him, they give him opportunities—and then they are disappointed. He never quite "gets there." He is bored by routine. He lets opportunity after opportunity slip by. He gets the reputation of being "unreliable." And finally he is passed in the race of progress by those who may not possess his talents, but who have acquired that habit of persistent energy which he lacks.

THE POWER HOUSE OF ENERGY.

One of the most valuable features of Pelmanism to the men and women of the day is that, in addition to providing a complete course of mental discipline and training, and besides "bringing out" just those qualities which are of the greatest use in every Profession, Business, and Occupation, it actually develops, and, in fact, generates that energy which enables those who possess it to put their other faculties to the very best possible use. To those who apply themselves conscientiously to the lessons of the Pelman Course, Pelmanism is a veritable Power House of Energy. As a Pelman student writes in a letter quoted below, "it brings your mind into action at once," so that you never, through lack of energy and alertness, let an opportunity slip by. It makes you, in fact, "a live wire": one of those men and women who are invaluable to any business and in every position; one of those who, practically speaking, are almost bound to succeed.

"The 'little grey book,' which impresses me very much," writes the student referred to, "was the one which dealt with Human Energy. It brings your mind into action at once. . . . It makes you feel you are

of some use to everyone. It makes you think for yourself. You cannot help being energetic. It makes your work come quite easy, and you take a great interest in your achievements. You feel that you must keep on working hard, for only by hard work and human energy can success come your way. I am sure that, with energy, your character changes and your mental faculties improve. You begin to feel happier, you like your work . . . and you jump at the chance of a more responsible job coming your way.

"AN ALL-ROUND MENTAL RENAISSANCE."

As the above letter implies, Pelmanism not only re-energises the mind, but it develops other valuable qualities as well, all of which make for efficiency in man or woman. This is stated more definitely in a letter recently received from a Sergeant in the Army, from which we quote the following paragraph:—

"I have experienced," he says, "an all-round mental renaissance. I have learned the meaning of mental efficiency; I have come to appreciate its value; I have been brought to realise the importance of a good memory; I have been taught how to generate energy; the efficiency of my senses has been wonderfully improved—I 'observe' now where I merely 'saw' before; my Will-Power has been greatly strengthened; I have learned to think connectedly and to work methodically; I have been shown how to concentrate; self-confidence and initiative have been developed; and my imagination has been stimulated. Other benefits I have derived, but it is necessary to proceed further—they are too numerous to enumerate here. Still, I have to admit that they are all attributable to 'Pelmanism.' Mark you, I do not speak at random; my eulogy is bestowed advisedly, for my improvement is self-evident and unmistakable."

He concludes with a reference to the "pleasure" he has experienced in going through the Course and working out the papers, which, he says—as many thousands have also said—"are extraordinarily interesting."

The result of developing the mind is quickly seen in the rapid progress the Pelmanist makes in business and commercial life. His or her increased efficiency attracts the notice of the management, and promotion, with increased remuneration, follows.

"Prior to being a Pelman student," writes a correspondent, "I watched with envy others succeed where I failed, and I wished I had been born with the qualities to succeed as they had been."

"Then I applied Pelman methods, and in three months am well on the way to succeed as they did."

It is a common fallacy to suppose, as this student supposed, until Pelmanism disproved the idea, that the qualities which make for success in life are "born" in the minds of a few exceptionally favoured individuals, and that others do not possess them at all. Most people possess these qualities in some form, but in 99 cases out of 100 they are not developed, and are therefore made of little use. Pelmanism develops these qualities to the highest possible point of efficiency and brings out the best that is in everyone. And such is the value of Pelmanism in business that many important firms have actually enrolled their entire staffs for a course of Pelman training, knowing that the cost of the fees—and these fees are very moderate and well within the reach of everyone—would be repaid over and over again in the increased efficiency of their employees. And employers find Pelmanism equally as valuable to themselves as to those they employ. Thousands of workers and hundreds of leading business and professional men are now practising Pelmanism themselves and gaining great advantages from the Course.

DOUBLING YOUR EARNING POWER.

A greatly appreciated feature is the personal interest the Pelman Institute takes in the welfare of its students. As the result of the advice given by the Pelman instructors, "I have," writes one, "obtained a position in a firm where I always desired to go, and my salary has been increased nearly 50 per cent." And many Pelmanists report income increases of 100 per cent., 200 per cent., and even 600 per cent., as the result of the increased efficiency gained from Pelman training. "It is the best investment I have ever made," is a phrase repeatedly occurring in the letters received from delighted Pelmanists. And by this increased efficiency not only is earning power doubled and trebled, but work is made easier, so that better work can be done in less time and with less fatigue. "I have been able to add two hours daily to my business working capacity," writes a Pelman student, and many report an even greater gain than this.

Yet the Pelman Course itself is perfectly easy to understand and to follow. It involves very little expenditure either of time or of money, and it is as interesting to study as it is remunerative to practise. Full particulars are given in "Mind and Memory," which will be sent you free on application, together with a reprint of "Truth's" latest Report on the work of the Pelman Institute, and particularly showing how you can secure the Course complete at a reduced fee. You can apply by letter or postcard to The Pelman Institute, 53, Pelman House, Bloomsbury Street, London, W.C.1.

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Drawing by John Campbell.



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LADIES' NEWS.

ATTEMPTS have many times been made to bring in a craze for yellow. Usually the time chosen is the beginning of the spring dress campaign, which is now with us. Yellow is a spring tone, a sunshiny, exhilarating colour. But yellow in daylight is not a kind shade to womanly beauty. This is easily proved: look at a group of bridesmaids in canary-coloured frocks. They are fresh young girls, a plain bridesmaid is not often seen; but in the home and entrance to church they are by no means at their best. Inside the sacred edifice, in artificial light, the effect is changed, and the bridesmaids look lovely. This is perhaps the reason why attempts to make yellow a general favourite for daylight wear prove abortive. There is a great deal of yellow about just now; the real right-down uncompromising shade is the safest. Should a suspicion of green invade it, there is grave danger to the finest complexion.

How does the queer bunched-up figure that a smart girl wearing a new cape clutched up in front presents, strike mankind? It is not Japanese, because two silk-clad, neatly shod lower limbs are bearing it along springly and with measured stride. It has an impressionist, Aubrey Beardsley sort of look which has a certain *chic* of its own that cannot be described. Some men call the cape-clad girls Mother Hubbard figures; but the dame's cape was never clutched up, nor was her collar up to her ears. They look like conspirators when a few of them get together, and have, on the whole, a witch-like air. This is as it should be, because a smart cape, smart legs and feet, a smart hunch-up in front, a high collar, and a hat of the very latest well pulled down over the brows, is a bewitching ensemble if the right kind of woman is in the middle of it.

When everyone was in a little fever of enthusiasm about the delightful name for the tone of Lady Patricia Ramsay's bridesmaids' dresses, Love-in-the-Mist blue, gardeners, male and female, smiled the superior smile. They know that Love-in-the-Mist is red. However, if you draw a round thing with a leg at each corner, and label it a horse—why, a horse it is! If you name a colour London Pride blue, then it is blue, and London Pride has no business to grow white and pink. So, to meddle with the immortal bard, a hue by any other name must look that name. There is a compromise about Love-in-a-Mist, however; for love is said to be rosy, but a mist is blue!

Does anyone know who introduced board wages into England? If not, will they be surprised to hear that the lady who is credited with so doing lived in the sixteenth



THE VOGUE OF TAFFETAS.

A dance frock of this fashionable silk, pale-blue in colour. The bodice is bead-embroidered, and has a deep rose ribbon sash.

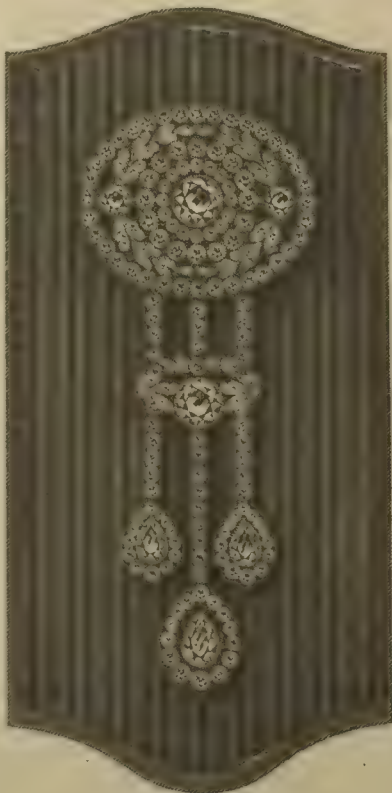
century and was a dame of high degree? At Great Brington Church there is a monument to her, on which she lies beside her lord in skirts so Tudoresque and voluminous that the poor lord looks in danger of being pushed off the tomb. Dame Penelope Spencer was the lady; a strict business mind was hers. When Charles I. was her guest she ordered luxuries from far and wide. Not very long ago, this lady's accounts were found at Althorp, with every item entered, and the cost thereof. Dame Penelope was in advance of her time; she would have been a valuable asset now among the great ladies who are so concerned about the setting of houses in order. One is quite sure that Dame Penelope's menials did a fair day's work for a fair day's wage and board!

A harem beauty harangues a crowd: no doubt now about the emancipation of our sex! The lady in question may not have been beautiful—we Westerners are said to take too kindly a view of the looks of harem inmates; but the language she used was Hun-like, not bland, and the crowd delighted in her, according to printed accounts. Egypt, like all the world, is in the crucible, and women will have more influence as to what comes out of it than they have ever had in any world-crisis before.

American women are thinking now about the time when they can fly over here, play a while, and then fly back. The most enjoyable part of the play will be shopping in London and Paris. Purchases will probably proceed by liner, for 'planes will not carry several Saratoga trunks per passenger yet awhile. It will be interesting to know how many model gowns each smart American woman will wear inside her flying garb, and how the Customs officers at the air-landing stations will proceed? The possibilities of smuggling lace and jewels will be considerable, but brother Jonathan is nothing if not cute. All the same, he will have to be spry to catch his own womenkind when they begin to fly!

The dance begins to decline in favour with the better weather and the facilities for outdoor exercises and games. It is not going out, only resuming its old place as a reasonably popular amusement. The valse is in again, and real lovers of dancing welcome it warmly. The exuberant and exotic element is disappearing from the orchestras at private dances of the best type, and, despite all that is said and all that is seen—or unseen—bodies are more really what they profess to be, not illusory and disappearing tricky things, such as have masqueraded under that name. Dancing will play a considerable part in after-Easter entertaining; and it is well that it should settle down to a better level.

A. E. L.



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HIS MAJESTY
THE KING.

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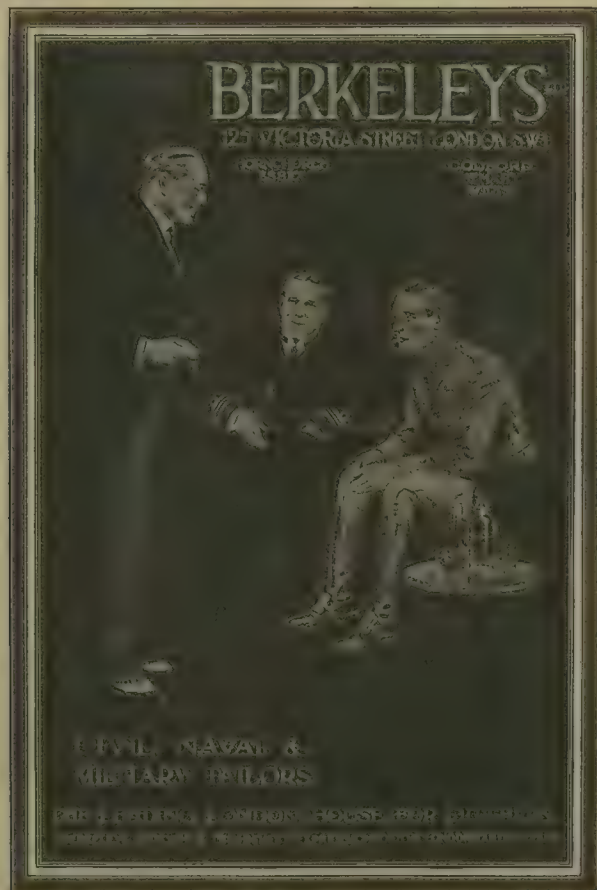
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THE KINGSLEY CENTENARY.

BY E. B. OSBORN.

THE centenary of Charles Kingsley's birth is to be celebrated by the people of Eversley on June 11, 12, and 13, when a village pageant will be given, invented and produced by Captain Arthur Eliot, with



NO LONGER A MENACE: A GERMAN U-BOAT WASHED ASHORE AT HASTINGS. A German submarine, the "U18," was recently washed ashore at Hastings. She is thought to have broken away while being towed. The craft is about 270 ft. long.—[Photograph by Illustrations Bureau.]

a prologue written by Mr. E. V. Lucas, the most Lamb-like of our essayists. I hope to see the pageant—and to observe the figure (more substantial, surely, than any other *magni nominis umbra*) of the famous apostle of Muscular Christianity lounging in the outskirts of the crowd and smoking the old black pipe so well remembered by the "residentialaries" or oldest inhabitants of the countryside. He was a sound sportsman, and thought so highly of country diversions, as a training in comradeship and self-discipline, that he encouraged Sunday afternoon cricket among his parishioners, and would often watch the play, still smoking his old black pipe "to the glory of God," as Spurgeon (whom he must have appreciated) once said in reference to his own devotion to the Indian weed.

Charles Kingsley is many things to many men. To most people, I suppose, he is the author of "Westward Ho," the story of high Elizabethan adventure in which, at the long last, justice is meted out to a valiant Spaniard, despite the author's fierce hatred of

the "Spanish Fury" and of all the works and days of Roman Catholicism. To others he is a poet of small but precious achievement who has left us lyrics such as "The Sands o' Dee," which posterity will always find singable. To others, again, he is one of the first novelists to see the causes and effects of Labour unrest, and to feel the social reformer's *sacra indignatio* at the easy contentment of the rich. And to a fourth party he is the bitter opposer of Newman, an opposer whose unjust and ungenerous indictment drew from that sad, perplexed, honest soul his matchless "Apologia," the finest piece of self-vindication in the language, and an ageless triumph of sweet reasonableness in prose of a matchless power and precision.

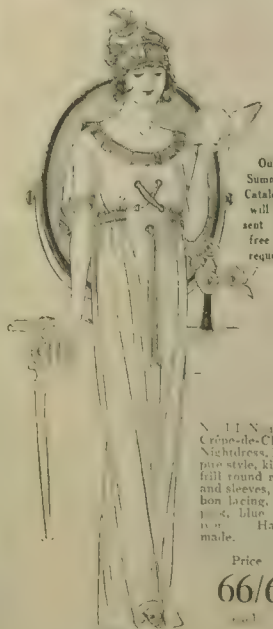
But to me Charles Kingsley is the author of "The Water Babies," the most wonderful of books for morning children, and the best expression of a personality that never lost its wise, childlike sympathy with the little lives of teeming Mother-Earth. I first read this delightful book of Nature at the age of nine; and, since then, I have re-read it a hundred times at least, and shall read it again and yet again, whenever the toil and moil of life in this City of Dreadful Day (so London seems to me whenever April comes round) breeds in my soul a yearning

for silvery chalk-streams and fields full of meadow-sweet and the high-columned woodlands. For such nostalgia "The Water Babies" is a sovereign antidote—especially the copy I and my children now use, which is decorated with Mr. Heath Robinson's delicately humorous drawings. The book is essentially a lyrical romance of open-air life in the care of Mother-Earth and her blue-eyed sister the sea, who is a little unfriendly to all men save Englishmen. It is worth a score of "Alice in Wonderland"—children, I find, are seldom greatly intrigued by Lewis Carroll's philosophic parables. Kingsley's masterpiece holds in solution all its author's keen philosophy of living. It reveals him, for example, as a great Rabelaisian, paying his debt of gratitude to the mighty humourist who swept away the squalid theories of ignorant and illiterate beggar-monks. Where, again, would you find more boisterous ridicule of the Examination fiend, which is only now being excoriated from our nurseries of youth? This is one of the most beautiful books ever written, and among the wisest of all, as you may guess from the joy children take in its blithe pages—I never look into it without rising up a wiser and a gladder man.



BEARER OF THE KING'S FAREWELL MESSAGE: THE PRINCE OF WALES INSPECTING THE GUARD OF HONOUR FROM H.M.S. "AUSTRALIA" AT PORTSMOUTH. At Portsmouth on April 15 the Prince of Wales bade farewell, on behalf of the King, to the Australian ships leaving for home the next day. The flag-ship "Australia" was alongside the jetty, and after inspecting the guard of honour, the Prince was piped aboard.—[Photograph by C.N.]

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THE PLAYHOUSES.

'ROMEO AND JULIET.' AT THE LYRIC.

IN her post-curtain speech on the first night of Miss Doris Keane's revival of "Romeo and Juliet," Miss Ellen Terry, with characteristic petitionary charm, asked the public to be as kind to these "dear young people" as it had been to her; and the public was very kind in its discriminating way. After all, it was something to hear again the most lyrical of Shakespearean tragedies, the immortal song of youth divinely in love, even though the melody was too often missing. It was delightful, too, to have the most spontaneous and mercurial of English actresses, still as rich as ever in temperament and high spirits and breadth of style, to show the younger generation (in the part of Juliet's nurse) how Shakespeare can be made a joy, and how the good old school made him so. Finally, it was not amiss that a popular young actress should take risks boldly by wrestling with great art and be modest, as Miss Keane showed herself, in the essay. The Lyric first nighters felt Ellen Terry's performance, so gay, so flawless, so compelling, sweep them off their feet; they were aware by instinct that the Mercutio of Mr. Leon Quartermaine, from the exquisitely pointed delivery of the Queen Mab speech to the beautiful death-scene, the last jest choked in a sob, was splendidly right in humour, diction, and vivacity. Poetry and music were not the things offered us by the new Romeo and Juliet. Mr. Basil Sidney started with petulance and awkward posing, and sometimes slurred, sometimes gabbled his lines. He began by being a loutish Romeo, with little ear for rhythm, little regard for dignity. But gradually he warmed to his work, and, though he never gave us the ebb and flow of passion

in its lyrical expression, he managed to suggest some intensity, some pathos, a certain air of romance. Juliet, of course, should be youth supremely natural and vocal. She should give herself to love, because there is no other possibility but giving in her nature; no thought of half-surrender or reserve can be hers, because there is no flaw in her innocence. Miss Doris Keane's Juliet, alas! cannot so forget herself; her looks and gestures do not correspond to her words. She is never exalted and carried

off admirably the best of many effective Italian sets which adorn the production—that in which Juliet awaits her nurse. The stage-crowd provide stirring fighting scenes, but of the subordinate players few stand out. The measured elocution, however, of Mr. Franklin Dyall's Friar Laurence serves as an object-lesson to the rank and file.

"TIME TO WAKE UP." AT THE NEW.

A slight exaggeration of sentiment—or rather, sentimentality—prevents Miss Evelyn Glover's clever war-play, "Time to Wake Up," from being reckoned what it so very nearly is—a faithful as well as a very humorous presentment of the maternal instinct as it may reveal itself and triumph amid the alarms and the routine of military life. The Cockney mother in this story, who borrows a name in order to get over to her boy in France, and, when there, discredits all the assurances of solemn officials that he is dead—and proves her faith, in defiance of headquarters, by discovering him where officialdom has failed—is so delightful and conceivable a type that she might have been allowed to stand on her own legs, without the support of any emotional extravagances. Fortunately, Mary Scattergood meets in Miss Clare Greet with an interpreter whose art is essentially sincere; who knows the type she is portraying through and through; who has humour and pathos equally at her command, and is not afraid of giving either full value; who can show the compatibility of crude speech and manners with nobility of feeling. Miss Greet has good support from Mr. Fisher White, Mr. Reginald Bach, Miss Nellie Hodson, and others; and there seems no reason why a play so finely acted should not appeal to more than matinee audiences. Miss Greet alone is well worth a visit, to see and to hear.

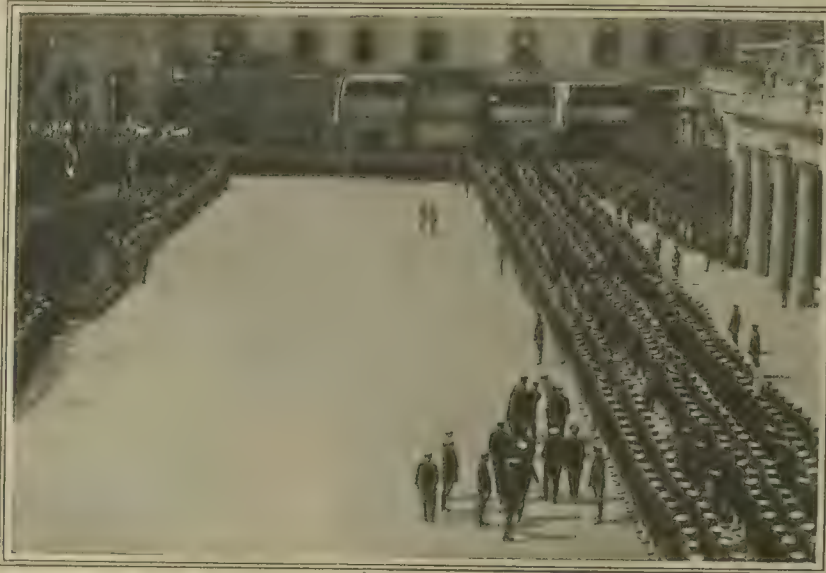


Photo. by Grand Studio, Malta.

HAIL AND FAREWELL TO THE JAPANESE NAVY AFTER ITS SPLENDID WORK IN EUROPEAN WATERS: A GREAT REVIEW AT MALTA.

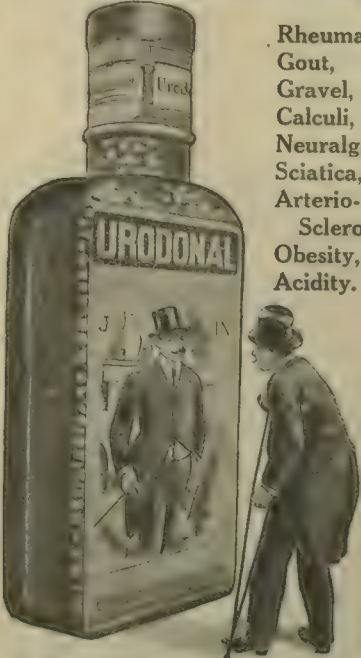
The Japanese Squadron under Rear-Admiral Kozo Sato had a great welcome at Malta on March 31 on its return, homeward bound, from English waters. The crews paraded in the Palace Square, opposite the Palace, and were inspected by the Governor, Field-Marshal Lord Methuen, and their Admiral, who then ascended the dais. Lord Methuen, addressing them, spoke of the Japanese Navy's achievements in the war, and said: "God grant our alliance, cemented in blood, may long endure." Admiral Sato replied,

out of herself, and so the potion scene, far from being a young girl's realisation of fancied horror, is just a piece of artifice, worked up with hysterics, that leaves the hearer cold. Picturesque she is, and in her pink-red gown sets

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PROF. FLEURY in the course of a communication to his colleagues described some of the symptoms of premature old age, viz.: dyspepsia, constipation, lassitude, insomnia at night and drowsiness during the day, numbness at the back of the neck, headache, cramp, obesity, heart trouble, sudden rise followed by rapid fall of temperature, kidney trouble, loss of memory, lack of determination in action and general want of tone, &c.

He stated that close investigation of such cases had shown that in 165 out of 201 (i.e., 82 %) there was a marked excess of uric acid, this being quite sufficient to cause a man to look prematurely aged. Nevertheless it is consoling to know that this mischievous body poison can be easily and rapidly dissolved and eliminated by the powerful uric acid solvent called URODONAL.

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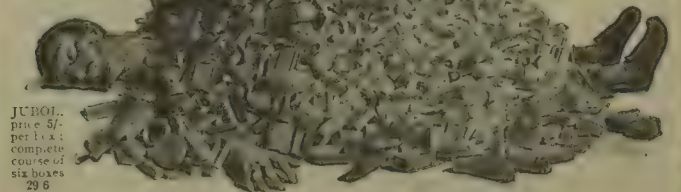
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Dr. JEAN SALOMON, Paris Medical Faculty.

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THE CHRONICLE OF THE CAR.

Motor Taxation in General. An international motor congress, at which Great Britain, France, America, Belgium, and Italy are represented, is sitting in Paris to consider matters affecting the whole automobile movement, and the trade and industrial side



A LUXURIOUS PRE-WAR CAR: THE LANCHESTER TOURING CAR.

This is one of a small number of 40-h.p. six-cylinder touring cars of similar design which the Lanchester Company were permitted to finish when war broke out, and we understand that the Lanchester new "Forty" will substantially resemble this model in appearance. Details of the internal design are not yet forthcoming.

particularly. It recently passed unanimously a resolution to the effect that: "In view of the production during the war by the automobile industries of the Allied countries of war material of all kinds, and of the services rendered by automobile transport of the highest importance to the armies, and in view of the fact that motor transport of passengers and goods is now an indispensable condition of modern life, that motor transport generally has long ceased to be a matter of luxury and has become a necessity for commerce and industry, the Conference recommends that the internal taxes and duties of all kinds, direct and indirect, which fall heavily on automobilism in most of the Allied countries, be largely diminished in order to permit normal and progressive development of automobile communication, and that the product of these taxes and duties be applied to the upkeep and improvement of the roads." The Motor Legislation Committee forwards the text of the resolution,

and at the same time lays emphasis on the following points: (1) It has been stated that there is an ample supply of motor spirit in this country—indeed, the import is only limited by storage capacity. (2) The special duty of sixpence per gallon was imposed by the Finance Act, 1916, as a temporary measure for restricting the consumption of petrol. This special duty, together with the expensive and unnecessary machinery of the Petrol Control Board, should therefore be immediately abolished. (3) The revenue derived from the present taxation of motor vehicles and motor spirit was paid to the credit of the Road Improvement Fund under the Finance Act, 1910. The Finance Act, 1915, doubled the duty on motor spirit, but diverted the annual Road Improvement grant to State purposes. (4) The proceeds of these duties should again be earmarked for the improvement of roads, and be administered by a special board or department within the new Ministry of Ways and Communications. (5) Development of road transport is entirely dependent upon the import of motor fuel. The question of the encouragement of home-produced fuel is one of vital importance to the commercial and industrial prosperity of the country.

The Present Position.

All the points noted by the Committee will be generally agreed to by people interested in the development of road transport, and I imagine that, in the process of bringing matters to a normal peace basis, they will be adjusted in time. As to the matter of the increased duties on motor spirit, it has been pointed out that nothing can be done except by Parliament, since they were imposed by the various Finance Acts referred to above. That means that they must remain as they are until the passing of the next

Budget—if the Treasury authorities think well to dispense with these duties. The probability is that they will be reduced somewhat, though one of the lessons to be derived from a study of taxation in the past is that it is against almost the whole of the precedents to take off any tax which the public has shown itself disposed to pay without too much question. Still, in this present case the arguments are all for a reduction to the pre-war level of these taxes. As the memorandum of the Motor Legislation Committee points out, motoring has long ceased to be a luxury pursuit. That its development should be held back is against all public policy. Nor is it fair that such taxation as it has to bear should be diverted to other purposes. It must be conceded, even by those who have no direct interest in automobilism, that the Paris Conference is right in its premises, and the Motor Legislation Committee equally correct in its deductions.

Home-Produced Fuel.

The Conference does not appear to have discussed the question of fuel, though the Committee notes the necessity for the encouragement of a home-produced motor spirit. At the moment the main relief to the situation

(Continued overleaf.)



A ROYAL VISIT TO THE HANDLEY-PAGE FACTORY: THE PRINCE OF WALES AND PRINCE ALBERT.

The Prince of Wales and his brother are here seen in the Rolls-Royce car in which they made a recent visit to the Handley-Page Aeroplane Factory, at Hendon. The Prince of Wales was conducted round the works by Mr. Handley-Page, and subsequently made a flight over London in a Rolls-Royce two-engined Handley-Page, and expressed his wish to make a flight at an early date in a similar machine fitted with four Rolls-Royce engines.

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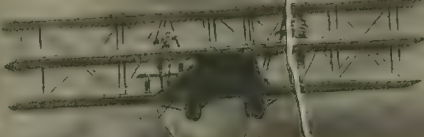
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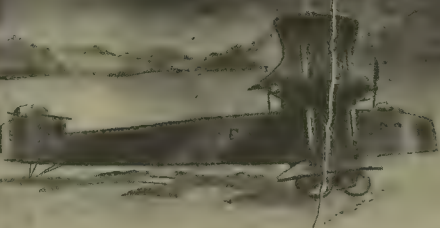
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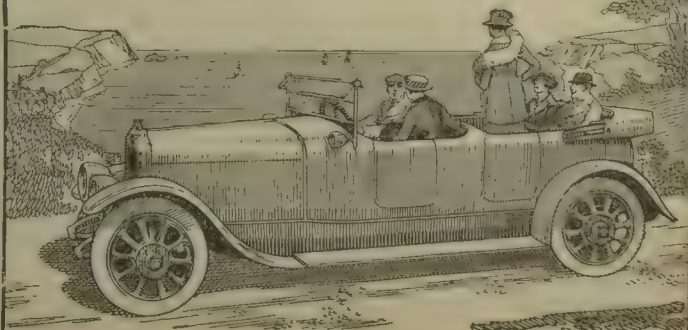
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to be in benzol, although I personally have a great belief in the possibilities of the low-temperature treatment of the shales and canals. Until the latter sources are properly exploited, however, it seems clear that in the greater production of benzol lies the immediate future of home-production of a petrol substitute. There is no doubt that the present methods of consuming coal are wickedly wasteful of our resources. A ton of coal burned in the ordinary open grate or factory furnace produces nothing but a certain number of heat units, most of which are dissipated into the atmosphere without doing a farthing's worth of useful work. On the other hand, the same ton of coal treated by an up-to-date gas-plant or coke-oven yields, in addition to some 12,500 feet of gas, 2½ gallons of benzol, 10 cwt. of household coke or 12 cwt. of metallurgical coke, 28 to 30 lb. of sulphate for agricultural purposes, 100 lb. of tar containing carbolic, anthracene, pitch, creosote, and other fuel oils, besides other by-products of great commercial value. Last year we consumed 210,000,000 tons of coal, of which no more than 17,000,000 tons were carbonised in gas-works, and a further 1,600,000 tons in coke-ovens. From the latter, treated by the latest of the processes, all the by-products recoverable were extracted, including 32,162,000 gallons of benzol. With regard to the coal treated in gas-works, only 6,000,000 tons were carbonised in chemically equipped plants with the necessary apparatus for extracting benzol; but, nevertheless, some 10,000,000 gallons of benzol were produced. These figures account for the production in one year of 42,162,000 gallons of benzol—or nearly one-third of our pre-war requirements of motor spirit. The moral to be drawn from these figures is too obvious to need stating.

W. W.

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CHESS.

W C BROWN (Dublin).—You will find the information in any work on the game. We have no space to quote it here.

W KIRBY (Croydon).—Both your problems are marked for insertion, and we will endeavour to publish one of them at no distant date.

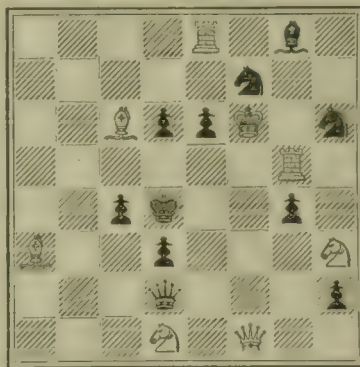
H T ASHBY (Sydenham).—If you will send your problem on a diagram, we will examine it with pleasure.

E S G DAVY (Hertford).—It is not usual to do so.

I HOPE (Greenwich) and OTHERS.—There is no second solution of Problem No. 3806 by 1. Kt to K 5th.

PROBLEM No. 3809.—By M. L. PENCE.

BLACK.



WHITE.

White to play, and mate in three moves.

SOLUTION OF PROBLEM No. 3807.—By Mrs. W. J. BAIRD.

WHITE

1. K to Q 3rd

2. K to K 4th

3. P (mated).

BLACK

P to B 5th (ch)

P to B 6th

If Black plays, 1. K to Q 4th, 2. Kt to B 7th (ch); and if 1. K to B 4th, then 2. Kt to Kt 7th (ch), etc.

PROBLEMS TO HAND, with thanks, from W Finlason, G Stillingfleet Johnson, A M Sparks, H F L Meyer, and Ernest J Polga.

CORRECT SOLUTIONS OF PROBLEM No. 3804 received from J B Camara, and E H Ashwith; of No. 3805 from K G Graham (B.E.F., France), J B Camara, and R F Morris (Sherbrook, Canada); of No. 3806 from M L Barber (Butley), E J Gibbs (Upton Manor), J S R Wardley (Barnes), E M Vicars (Norwich),

and John Isaacson (Liverpool); of No. 3807 from J J J (Athlone), N C (Y.M.C.A.), J S R Wardley, Alan Simpson (Warrington), G Lacy Barritt (Spalding), A W Hamilton-Gell (Exeter), John Isaacson (Liverpool), R J Lonsdale (New Brighton), W L Salusbury-White (Birstall), E J Gibbs, H Gravett Baldwin (Farnham), Max L Barber, J C Stachhouse (Torquay), G Lewthwaite (Leamington), and Jas. C Gennell (Cambleton).

CORRECT SOLUTIONS OF PROBLEM No. 3808 received from H Gravett Baldwin, A B Wynne Willson (Hereford), G Stillingfleet Johnson (Cobham), A H H (Bath), Arthur M Kelly, J S Forbes (Brighton), Max L Barber, J L Reynolds, A W Hamilton-Gell (Exeter), H T Asche (Sydenham), G Lacy Barritt (Spalding), and John Isaacson (Liverpool).

CHESS IN LONDON.

Game played in the Championship Tournament of the City of London Chess Club, between Messrs. G E WAINWRIGHT and E S OSBORN.

(Caro Kann Defence.)

WHITE (Mr. W.)

BLACK (Mr. O.)

1. P to K 4th

P to Q 3rd

2. P to Q 4th

P to Q 4th

3. P takes P

This is not the general form of continuation of this very dull opening; but it is considered by some authorities to be the best.

3. P takes P

P takes P

4. B to Q 3rd

Kt to Q 3rd

5. P to Q 3rd

Kt to K 4th

6. Kt to Q 2nd

B to Kt 5th

7. P to K 3rd

B to R 4th

8. Kt to K 2nd

P to K 3rd

9. Kt to B 4th

B to Q 3rd

10. Kt to B 3rd

B to Kt 5th

11. Kt takes B

K takes Kt

12. B to Kt 5th

Q to B 2nd

13. Q to Q 2nd

P to Q 3rd

14. K to B 2nd

An ingenious defence of the R P; for if now B takes P, 15. Kt takes B, R takes Kt, 16. B to B 4th, winning back the Rook with a piece to the good.

15. Kt to K 2nd

P to Q 3rd

16. P to Q 3rd

Q to Kt 3rd

17. P takes P

P takes P

18. Kt to K 3rd

Kt to B 4th

19. Q to K 2nd

Castles

It is difficult to understand the purpose of this move, while its faults are obvious. Not only has Black to accept a tripled pawn position, but he gives up command of the Rook's file, on which his opponent has now a passed pawn.

WHITE (Mr. W.)

BLACK (Mr. O.)

20. B takes Kt (B 3)

P takes B

21. B takes Kt

Kt takes B

22. P to Kt 4th

P to B 5th

23. Kt to Kt 2nd

P to K 4th

24. Q R to Q sq

P to K 5th

25. P takes P

K R to K sq

26. P to Kt 5th

P takes Kt P

27. P to K R 4th

P takes K P

28. Q to R 5th

P to K 6th (ch)

29. K P K 2nd

P to B 6th (ch)

30. Q takes P

Q R to R 7th

31. R to Q Kt sq

Q to B 2nd

32. K R to B sq

B to Kt 6th

White has not made the best use of opportunities, and Black has skillfully turned the tables; that he can now score on the move. Q to B 5th (ch) leaves White without resource; but, unfortunately, it is strangely overlooked, and the chance does not return.

33. Q to Q 5th

Q to B 5th (ch)

34. Q takes Q

P takes Q

35. P takes P

B to B 7th

36. R (Bsq) to Qsq

R to R 4th

37. R to K R sq

R takes P

38. Kt to B 4th

P to B 4th

39. P to Kt 3rd

This is conclusive, and Black's game quickly becomes hopeless.

39. P takes P

R to R sq

40. R takes P

R to Kt 5th

41. Kt to K 2nd

R to Kt 7th

42. Kt to Q 5th

B to R 5th (ch)

43. R to Kt 7th

B to R 5th (ch)

44. K takes P

Black resigns.

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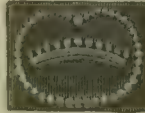
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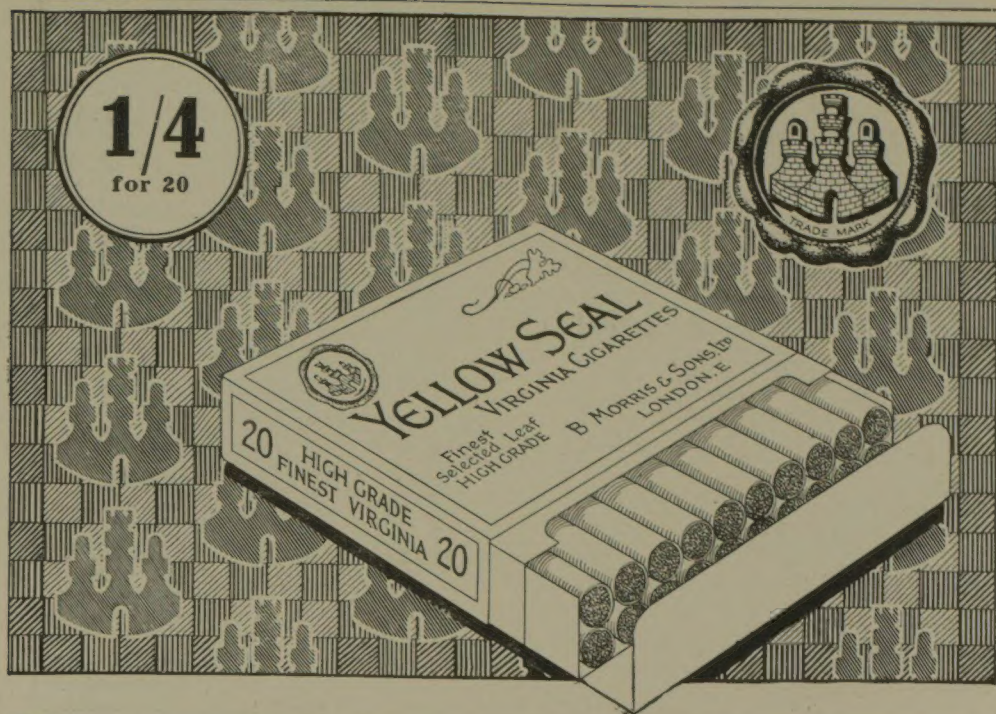
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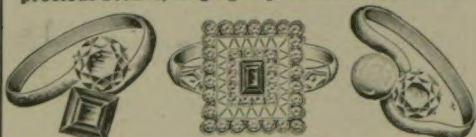
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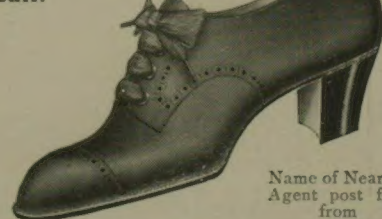
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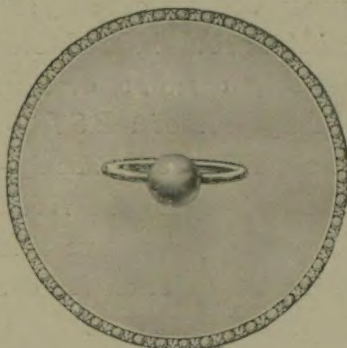
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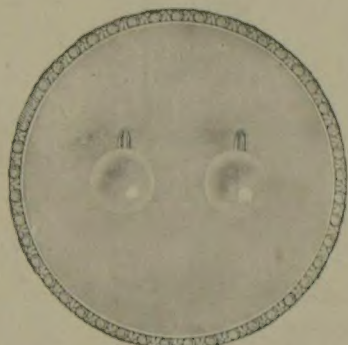
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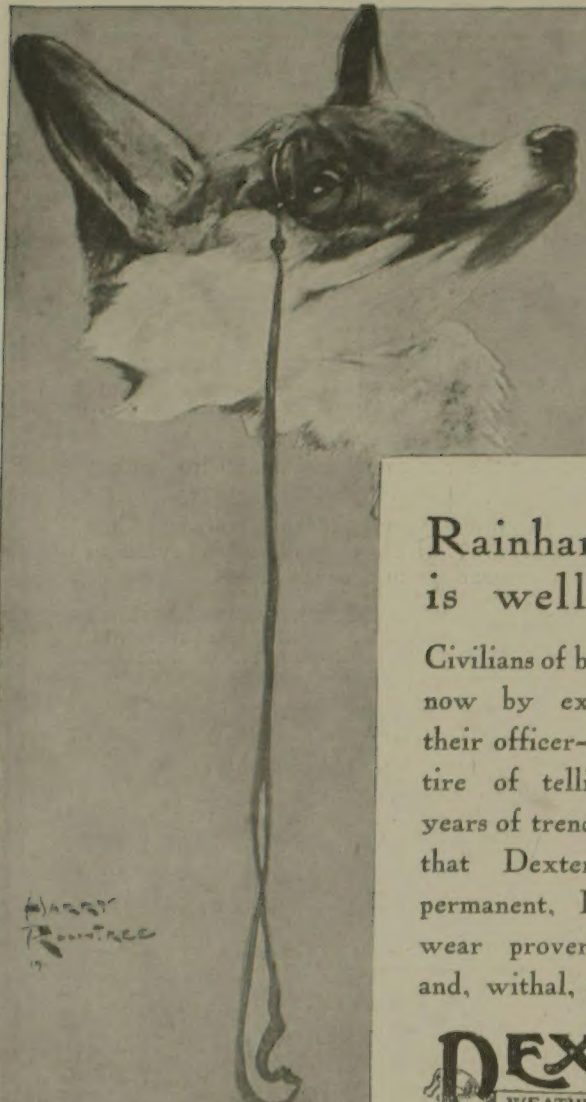
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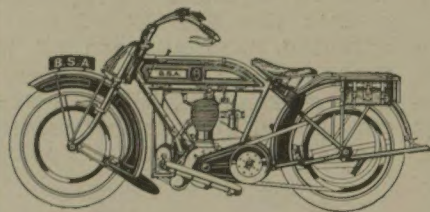
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